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TIME-TABLE.

WEEK DAYS.

7.00 a.m. to 8.00 a.m. every 15 minutes.

8.00 " " 9.30 " " 10 " "

9.30 " " 11.00 " " 15 " "

11.30 " " 12.30 p.m. " 15 " "

12.30 p.m. " 2.30 " " 10 " "

2.30 " " 5.00 " " 15 " "

5.00 " " 8.10 " " 10 " "

NIGHT CARS.

8.50 p.m., 9.00 p.m., 9.20 p.m.

9.30 p.m. to 11.30 p.m. every 30 minutes

11.45 p.m.

SATURDAY.

Extra Car—12 midnight.

SUNDAYS.

7.30 a.m.

8.00 a.m. to 10.30 a.m. every 15 minutes

10.30 " " 11.00 " " 10 " "

11.30 " " 12.00 noon " 15 " "

12.00 noon " 1.00 p.m. " 10 " "

1.00 p.m. " 5.30 " " 15 " "

5.30 " " 6.00 " " 10 " "

6.00 " " 6.30 " " 15 " "

6.30 " " 8.10 " " 10 " "

NIGHT CARS.

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SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road.

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TIME-TABLE.

On and after MONDAY, JANUARY 24TH, 1921, until further Notice.
(All previous Time Tables cancelled.)

DOWN TRAINS

Stations	No. 14	No. 13	No. 8	No. 7	No. 9	No. 11	No. 12	No. 14	No. 17	No. 21	No. 22
	Local	Local	Through	Local	Through	Local	Through	Local	Local	Local	Local
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.
CANTON (Shi Sha Tau) dep.	8.00	8.15	8.30	8.45	9.00	9.15	9.30	9.45	10.00	10.15	10.30
SHI SHA TAU dep.	8.15	8.30	8.45	9.00	9.15	9.30	9.45	10.00	10.15	10.30	10.45
Shum Chun dep.	8.30	8.45	8.60	8.75	8.90	9.05	9.20	9.35	9.50	10.05	10.20
Shum Chun arr.	8.45	8.60	8.75	8.90	9.05	9.20	9.35	9.50	10.05	10.20	10.35
Shum Chun dep.	8.60	8.75	8.90	9.05	9.20	9.35	9.50	10.05	10.20	10.35	10.50
Shum Chun arr.	8.75	8.90	9.05	9.20	9.35	9.50	10.05	10.20	10.35	10.50	11.05
Shum Chun dep.	8.90	9.05	9.20	9.35	9.50	10.05	10.20	10.35	10.50	11.05	11.20
Shum Chun arr.	9.05	9.20	9.35	9.50	10.05	10.20	10.35	10.50	11.05	11.20	11.35
Shum Chun dep.	9.20	9.35	9.50	10.05	10.20	10.35	10.50	11.05	11.20	11.35	11.50
Shum Chun arr.	9.35	9.50	9.65	9.80	9.95	10.10	10.25	10.40	10.55	11.10	11.25
Shum Chun dep.	9.50	9.65	9.80	9.95	10.10	10.25	10.40	10.55	11.10	11.25	11.40
Shum Chun arr.	9.65	9.80	9.95	10.10	10.25	10.40	10.55	11.10	11.25	11.40	11.55
Shum Chun dep.	9.80	9.95	10.10	10.25	10.40	10.55	11.10	11.25	11.40	11.55	12.10
Shum Chun arr.	9.95	10.10	10.25	10.40	10.55	11.10	11.25	11.40	11.55	12.10	12.25
Shum Chun dep.	10.10	10.25	10.40	10.55	11.10	11.25	11.40	11.55	12.10	12.25	12.40
Shum Chun arr.	10.25	10.40	10.55	11.10	11.25	11.40	11.55	12.10	12.25	12.40	12.55
Shum Chun dep.	10.40	10.55	11.10	11.25	11.40	11.55	12.10	12.25	12.40	12.55	1.10
Shum Chun arr.	10.55	11.10	11.25	11.40	11.55	12.10	12.25	12.40	12.55	1.10	1.25
Shum Chun dep.	11.10	11.25	11.40	11.55	12.10	12.25	12.40	12.55	1.10	1.25	1.40
Shum Chun arr.	11.25	11.40	11.55	12.10	12.25	12.40	12.55	1.10	1.25	1.40	1.55
Shum Chun dep.	11.40	11.55	12.10	12.25	12.40	12.55	1.10	1.25	1.40	1.55	2.10
Shum Chun arr.	11.55	12.10	12.25	12.40	12.55	1.10	1.25	1.40	1.55	2.10	2.25
Shum Chun dep.	12.10	12.25	12.40	12.55	1.10	1.25	1.40	1.55	2.10	2.25	2.40
Shum Chun arr.	12.25	12.40	12.55	1.10	1.25	1.40	1.55	2.10	2.25	2.40	2.55
Shum Chun dep.	12.40	12.55	1.10	1.25	1.40	1.55	2.10	2.25	2.40	2.55	3.10
Shum Chun arr.	12.55	1.10	1.25	1.40	1.55	2.10	2.25	2.40	2.55	3.10	3.25
Shum Chun dep.	1.10	1.25	1.40	1.55	2.10	2.25	2.40	2.55	3.10	3.25	3.40
Shum Chun arr.	1.25	1.40	1.55	2.10	2.25	2.40	2.55	3.10	3.25	3.40	3.55
Shum Chun dep.	1.40	1.55	2.10	2.25	2.40	2.55	3.10	3.25	3.40	3.55	4.10
Shum Chun arr.	1.55	2.10	2.25	2.40	2.55	3.10	3.25	3.40	3.55	4.10	4.25
Shum Chun dep.	2.10	2.25	2.40	2.55	3.10	3.25	3.40	3.55	4.10	4.25	4.40
Shum Chun arr.	2.25	2.40	2.55	3.10	3.25	3.40	3.55	4.10	4.25	4.40	4.55
Shum Chun dep.	2.40	2.55	3.10	3.25	3.40	3.55	4.10	4.25	4.40	4.55	5.10
Shum Chun arr.	2.55	3.10	3.25	3.40	3.55	4.10	4.25	4.40	4.55	5.10	5.25
Shum Chun dep.	3.10	3.25	3.40	3.55	4.10	4.25	4.40	4.55	5.10	5.25	5.40
Shum Chun arr.	3.25	3.40	3.55	4.10	4.25	4.40	4.55	5.10	5.25	5.40	5.55
Shum Chun dep.	3.40	3.55	4.10	4.25	4.40	4.55	5.10	5.25	5.40	5.55	6.10
Shum Chun arr.	3.55	4.10	4.25	4.40	4.55	5.10	5.25	5.40	5.55	6.10	6.25
Shum Chun dep.	4.10	4.25	4.40	4.55	5.10	5.25	5.40	5.55	6.10	6.25	6.40
Shum Chun arr.	4.25	4.40	4.55	5.10	5.25	5.40	5.55	6.10	6.25	6.40	6.55
Shum Chun dep.	4.40	4.55	5.10	5.25	5.40	5.55	6.10	6.25	6.40	6.55	7.10
Shum Chun arr.	4.55	5.10	5.25	5.40	5.55	6.10	6.25	6.40	6.55	7.10	7.25
Shum Chun dep.	5.10	5.25	5.40	5.55	6.10	6.25	6.40	6.55	7.10	7.25	7.40
Shum Chun arr.	5.25	5.40	5.55	6.10	6.25	6.40	6.55	7.10	7.25	7.40	7.55
Shum Chun dep.	5.40	5.55	6.10	6.25	6.40	6.55	7.10	7.25	7.40	7.55	8.10
Shum Chun arr.	5.55	6.10	6.25	6.40	6.55	7.10	7.25	7.40	7.55	8.10	8.25
Shum Chun dep.	6.10	6.25	6.40	6.55	7.10	7.25	7.40	7.55	8.10	8.25	8.40
Shum Chun arr.	6.25	6.40	6.55	7.10	7.25	7.40	7.55	8.10	8.25	8.40	8.55
Shum Chun dep.	6.40	6.55	7.10	7.25	7.40	7.55	8.10	8.25	8.40	8.55	9.10
Shum Chun arr.	6.55	7.10	7.25	7.40	7.55	8.10	8.25	8.40	8.55	9.10	9.25
Shum Chun dep.	7.10	7.25	7.40	7.55	8.10	8.25	8.40	8.55	9.10	9.25	9.40
Shum Chun arr.	7.25	7.40	7.55	8.10	8.25	8.40	8.55	9.10	9.25	9.40	9.55
Shum Chun dep.	7.40	7.55	8.10	8.25	8.40	8.55	9.10	9.25	9.40	9.55	10.10
Shum Chun arr.	7.55	8.10	8.25	8.40	8.55	9.10	9.25	9.40	9.55	10.10	10.25
Shum Chun dep.	8.10	8.25	8.40	8.55	9.10	9.25	9.40	9.55	10.10	10.25	10.40
Shum Chun arr.	8.25	8.40	8.55	9.10	9.25	9.40	9.55	10.10	10.25	10.40	10.55
Shum Chun dep.	8.40	8.55	9.10	9.25	9.40	9.55	10.10	10.25	10.40	10.55	11.10
Shum Chun arr.	8.55	9.10	9.25	9.40	9.55	10.10	10.25	10.40	10.55	11.10	11.25
Shum Chun dep.	9.10	9.25	9.40	9.55	10.10	10.25	10.40	10.55	11.10	11.25	11.40
Shum Chun arr.	9.25	9.40	9.55	10.10	10.25	10.40	10.55	11.10	11.25	11.40	11.55
Shum Chun dep.	9.40	9.55	10.10	10.25	10.40	10.55	11.10	11.25	11.40	11.55	12.10
Shum Chun arr.	9.55	10.10	10.25	10.40	10.55	11.10	11.25	11.40	11.55	12.10	12.25
Shum Chun dep.	10.10	10.25	10.40	10.55	11.10	11.25	11.40	11.55	12.10	12.25	12.40
Shum Chun arr.	10.25	10.40	10.55	11.10	11.25	11.40	11.55	12.10	12.25	12.40	12.55
Shum Chun dep.	10.40	10.55	11.10	11.25	11.40	11.55	12.10	12.25	12.40	12.55	1.10
Shum Chun arr.	10.55	11.10	11.25	11.40	11.55	12.10	12.25	12.40	12.55	1.10	1.25
Shum Chun dep.	11.10	11.25	11.40	11.55	12.10	12.25	12.40	12.55	1.10	1.25	1.40
Shum Chun arr.	11.25	11.40	11.55	12.10	12.25	12.40	12.55	1.10	1.25	1.40	1.55
Shum Chun dep.	11.40	11.55	12.10	12.25	12.40	12.55	1.10	1.25	1.40	1.55	1.70
Shum Chun arr.	11.55	12.10	12.25	12.40	12.55	1.10	1.25	1.40	1.55	1.70	1.85
Shum Chun dep.	12.10	12.25	12.40	12.55	1.10	1.25	1.40	1.55	1.70	1.85	2.00
Shum Chun arr.	12.25	12.40	12.55	1.10	1.25	1.40	1.55	1.70	1.85	2.00	2.15
Shum Chun dep.	12.40	12.55	1.10	1.25	1.40	1.55	1.70	1.85	2.00	2.15	2.30
Shum Chun arr.	12.55	1.10	1.25	1.40	1.55	1.70	1.85	2.00	2.15	2.30	2.45
Shum Chun dep.	1.10	1.25	1.40	1.55	1.70	1.85	2.00	2.15	2.30	2.45	2.60
Shum Chun arr.	1.25	1.40	1.55	1.70	1.85	2.00	2.15	2.30	2.45	2.60	2.75
Shum Chun dep.	1.40	1.55	1.70	1.85	2.00	2.15	2.30	2.45	2.60	2.75	2.90
Shum Chun arr.	1.55	1.70	1.85	2.00	2.15	2.30	2.45	2.60	2.75	2.90	3.05
Shum Chun dep.	1.70	1.85	2.00	2.15	2.30	2.45	2.60	2.75	2.90	3.05	3.20

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OLD BATAVIA.

HIGH LIFE IN THE EARLY DAYS.

Sluysers' Monthly has an article giving a glimpse of high life in Batavia in the latter half of the 18th century.

The display of luxury amongst the servants of the "Edele" (noble) Company had reached its climax in 1757, and such was its lavishness that Governor-General Mossel was obliged to issue a proclamation to check it. This proclamation went the same way as so many others. At first they were heeded, as close watch was kept to see that this was so, but gradually they were disobeyed until the old order of things prevailed again.

Vanity reigned supreme and class differences threatened to become extinct as far as outward appearances went. Everybody was clothed in silk and satin, rode in gilt carriages drawn by magnificent horses or walked abroad followed by a retinue of male and female slaves as though they were Sultans. The rich free-burger was on the same plane as the Governor and the wife of a simple merchant on that of the latter's exalted official's wife. Signs of rank and standing, so very necessary to maintain one's prestige in the eyes of the native population and their princes, were entirely overlooked in the craze for empty pomp and outward show, the intrinsic value of which usually amounted to very little. Luxury past all belief was demanded. We read that a person of some standing, although by no means a high servant of the Company, possessed a fine house along the principal canal in old Batavia with extensive grounds, country seats, etc.

The domestic staff amounted to two hundred slaves, European coachmen, and watchmen and cooks.

In the stables were to be found horses of the finest breeding, in the coach-houses "berlines," "charrettes," phaetons, etc., together with gilt state-coaches to be used as fancy decreed. The internal installation of the houses was in accordance with the external lavishness. Valuable furniture and China filled the hall apartments and the remainder of the fittings to keep pace with these, had to be of gold or silver. An exaggerated extravagance and what was exaggerated in those days—was the decoration of spittoons, sirih-boxes, etc., etc. The chewing of sirih had grown into a widespread habit amongst Europeans; both men and women, from the highest to the lowest. Mixed with betel-nut, cardamom, tobacco and lime, the sirih was considered a mouth and stomach purifier and consequently was used at all hours of the day.

JEWELS.

These sirih-boxes were perfect specimens of the jeweller's art, often being set with diamonds and other precious stones. They were, as far as decoration was concerned, by no means inferior to the snuff-boxes, scent bottles, etc., which were, in vogue in Europe at that time. But the use of a dainty trinket was not within the reach of everybody. Only the wives of the Upper Governor, the Director-General of the High Court of Justice were allowed to have gold or silver boxes studded with precious stones of a value—note this well—of more than three thousand "Rijksdaalders" (dollars) carried behind their backs. These were indeed hard times for the little ladies of that period of pomp and splendour. On visiting days these ladies made their appearance dressed in their best and wearing jewels of which quite enough dazzled the eye. They were attended by numerous slaves all of whom were decked out in the same manner, as the ladies thought that their own richness, etc., would be shown by the appearance of the slaves. For this reason all the jewels for which there was no room on their own persons went to make more dazzling the appearance of the retinue.

Spittoons were equally indispensable in the homes of the Company's servants. The chewing of sirih caused continual spitting so that near every chair, and in other parts of the house as well, a spittoon was to be found. The larger ones which stood on the floor were usually made of plain copper, but the smaller ones which stood on the tables were of gold and silver, richly decorated with Oriental designs. The barbarian habit of chewing sirih was general amongst the Europeans long before Raffles and his charming consort, Olivia Maria, saw their efforts to raise the social life of the Batavia beau-monde to a higher level crowned with success in 1811. Spittoons, sirih-boxes and last but not least, "Kabajas" were expelled from banqueting halls and ball-rooms.

JAPANESE IDEAL WOMAN.

"Autolycus" writes in the *Japan Advertiser*:—
For a long time I have been reading over famous pieces of Japanese literature trying to find an instance of a Japanese man giving his life for his wife. I have not met a trace of such an incident, yet, but curiosity made me ask an old friend, a Japanese scholar of the old school, just what the Japanese men would do if they were caught on a sinking ship with women, their own wives and daughters. "There is such an incident recorded in the *Chronicles*," he said. "Prince Yamato Takaru was cruising in the sea off the coast of Iru when his ship was overtaken by a violent storm of wind and rain. The seas rose mountain high and the sailors of the Prince were greatly disturbed, fearing they had incurred the anger of the Sea God. Tachibana Hime, the wife of Prince Yamato Takaru, was distressed to see her husband's confusion, and she threw herself into the raging sea, crying, 'My Lord, I give myself as a sacrifice to pacify the angry Sea God.' Not one, not even her husband tried to save her, and the waves grew calm. The ship proceeded to its harbour and the Prince disembarked without having come to any harm. Tachibana Hime is the Japanese idea of wifely devotion and self-sacrifice. So the old gentleman begged the question in a most self-satisfied manner, 'I have been wondering ever since I shall find the incident I seek.'

GERMANY'S TREATY WITH CHINA.

EVADING VERSAILLES PACT.

PARIS, June 24th.

The Allied Reparation Commission has taken prompt action on the private arrangement come to between Germany and China in regard to the repatriation of former German property in that country, the existence of which was disclosed in the *Freie Presse*. Under Article 260 of the Treaty of Versailles the Reparation Commission is empowered, within a year after the Treaty comes into force, to call upon Germany to buy up all rights and interests possessed by it in all public service enterprises, and in all concessions in Russia, China, Bulgaria, and Turkey or their dependencies, and transfer them to the Reparation Commission, together with any interests in the German State may itself possess in such countries; it being left to Germany to indemnify her subjects for any loss that they may suffer from such transfer. The object of this Article, of course, was to make a clean sweep of German interests in regard to railway and other concessions in the countries named.

MORE GERMAN SLIMNESS.

The Reparation Commission recently called on Germany to comply with this part of the Versailles Treaty, whereupon it was found that the Berlin Government had found yet another way of escaping the fulfilment of its obligations by taking advantage of the arguments that so far as Article 260 applies to China, the whole situation has been modified by reason of the fact that China refused to sign the Treaty. Under the separate treaty of peace signed between Peking and Germany, on May 21st an arrangement has been come to under which the German Government has undertaken to pay to China fifty per cent. of the value of German property situated in China and so far not liquidated. In consideration of this payment the property that has not yet been disposed of is to be handed back to its original owners. The amount involved is enormous, as it is estimated that barely one-eleventh of the German property in China has so far been disposed of by the Peking Government, and this one-eleventh represents a value of 1,500,000 taels. Under the arrangement come to between Germany and China, the payment to be made by the German Government will take the form of four million silver dollars spot cash, while the balance will be paid in the form of bonds issued by Chinese railways.

The Reparation Commission insists that this private arrangement, between the Peking Government and Germany cannot in any way invalidate the right of the Allies under the Treaty of Versailles, and a commission of bankers is now deliberating as to the method by which German property in China may be transferred to the Allies. In the result it is possible that the Allies will insist on property which is without political or commercial value being handed over to them, but the Reparation Commission, I understand, is fully resolved that all other German rights or interests in China shall be handed over.

ALMOST A CASUS BELLI.

Commenting on the documents that have just been published by the German Government in regard to its settlement with China the *Temps* characterises the disclosures made therein as veritable revelations. The Chinese Government, it appears, first requested Germany to recognise the Versailles Treaty in its entirety in order to retain the rights it would have acquired had it signed when the rest of the Allies did. In his reply to this demand the German plenipotentiary wrote insisting that the "German Government could not now repeat the general recognition of the Versailles Treaty, for such a step would be prejudicial to the ulterior revision of the Treaty."

As this document and the Treaty itself form part of the records which the Reichstag is now asked to ratify, it appears, says the *Temps*, "in the most authentic and most official manner, that the German Government does not regard itself as bound by the Treaty of Versailles. It considers itself as merely under a constraint which it accepts for the time being but which it reserves the right to bring to an end by bringing about a modification of the Treaty. Meanwhile Germany is carefully avoiding everything that will prevent her from invoking later on the vitiated nature of her consent and the nullity of her signature. In law this policy by Germany is inadmissible. In fact it constitutes a danger of permanent war."

Germany, the *Temps* asserts, did not sign the Treaty of Versailles under pressure of an ambush. She signed because her leaders fully recognised that she had lost the war. The resurrection of Germany, the *Temps* asserts, will only be possible if she keeps her engagements and respects European order. "If she rebel against the peace of Versailles she may expect a faster and greater fall still, for we will not allow the danger to occur again. The Note the German Government has laid before the Reichstag calls for public explanation and we await it."

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are conceded to be one of the very best forms of bifocal lenses. The bifocal segment is ground and fused into the distant lens making the product practically one piece of glass. The segments are totally invisible and the lens has a beautiful appearance. Kryptok lenses of any prescription in either regular or Toric form are manufactured by the Hongkong Optical Co., successors to Clark & Co., Manufacturing and Refracting Opticians, —the most competent optical manufacturing establishment in South China—located in 53, Queen's Road Central. Fitting glasses and testing the sight is their speciality. —Adv.

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977

1287

VICTORIA RECREATION CLUB.

SUCCESSFUL SWIMMING FETE.

An interesting feature of the fourth night swimming fete held by the Victoria Recreation Club, at the Club swimming bath, last night, was a water polo match between two strong teams, arranged with a view, ultimately, of choosing the inter-club water polo team.

The Committee generally manages to invent some contest of a novel and amusing kind: the one it contrived on this occasion might be called a "tailors' benefit" race. The men had to swim the length of the bath in their jackets and have a button sewn on by their fair partners; the pairs then swam together to the finishing line.

There was a large attendance of the public, and the well-arranged and varied programme was thoroughly enjoyed.

The officials in charge of the affair were:—

JUDGES.—Messrs. W. Logan, A. Silva-Netto, G. A. Carvalho, E. Busschaert, M. L. Raitton, A. McKirdy and Master Gar. May.

STARTERS.—Messrs. A. A. Alves, A. E. S. Alves and R. C. Wittell.

TIMEKEEPERS.—Capt. Wheeler, Lieut. Comdr. Stern, and Mr. C.M.S. Alves.

THE CONTESTS.

In the boys' team race, A. May's team beat L. Ribeiro's team.

The winners' time was 3mins. 47.3-seconds, and the losers', 3mins. 58.2-seconds.

There were four entrants in the girls' two lengths handicap. Thelma May won a well-contested race in 50secs., with Daisy Wittell (15secs.) in second place.

Mr. J. Ramsay gave the first prize for the one-length under-water scratch race.

The heats were keenly contested, and quite a large proportion of the competitors managed to swim the 25 yards, on one breath, in about 17 seconds.

In the final, A. Logan came in first (16.4-seconds) and E. W. Raitton second (15secs.).

The High Dive was open to ladies, and the higher or lower landing (i.e., point of departure) was optional to competitors.

The ladies made a good show in this contest and, amongst the men, the naval competitors set a very high standard in all the points which the judges considered.

The results were:—1. A. Logan; 2. G. Hall; 3. G. Jack.

Logan scored 104 points out of a possible 120.

The ladies did not score quite high enough to get amongst the prize-winners.

The 100 yards scratch race afforded an interesting exhibition of various styles of swimming. Competitors had to go a quarter of the distance—one length of the bath—with a back stroke, breast stroke, over-arm stroke, and the last length on any stroke they pleased.

It is the duty of a free and progressive people to consider from time to time how far and in what direction its old institutions require modification to adapt them to the changing conditions of modern life, and I am glad therefore to learn that the Chief Pleas of Sark, in consultation with my Lieutenants, Governor of the Bailiwick of Guernsey, have recently had under consideration the question of reform in the legislative and executive system of Sark. I trust that these deliberations may shortly result in measures which will breathe new life and vigour into the ancient constitution of the island and increase the happiness and well-being of my faithful subjects in Sark.

H.M. KING GEORGE V.

A Logan amused the onlookers by displaying a leg stroke, when swimming on his back, which raised a cascade such as a lightly laden steamer, with propeller partly exposed, raises as it comes into the harbour.

The heats were more interesting than the final, in which only J. Johnston (75secs.), and D. Laing (80secs.) competed. The results of absence of competition are reflected in the time of the swimmer who came in second.

There was a good entry for the two lengths handicap for the Army and Navy. Pte. Le Hurry (35.2-seconds) and Pte. Brown (36secs.) emerged victorious in the final heat. Several excellent and powerful swimmers took part.

Much enthusiasm was aroused by the team race trials for interport selection. Johnston's team (2mins. 23secs.) beat Laing's team (2mins. 24secs.).

A time-average of 23.4-seconds, showed the teams to be good ones and as likely to give the visitors a good run for their money.

So many entered for the mixed two lengths handicap that it took nearly half an hour to run off the heats. The outstanding swimmers of the Club contested under a handicap of 30secs., which put most of them out of court. The heats were keenly contested, and there were one or two dead heats. Several ladies entered and one—Miss Daisy Wittell—survived to the final. The handicapping gave her a good start—she was able to make nearly the length of the bath before the next competitor entered the water.

In the last ten yards the competitors were close together, Miss Wittell leading by a length. She won from V. Hast by a mere fraction of a second, amid great enthusiasm. Her time was 49secs.

The mere announcement of the conditions of the mixed nomination race aroused great mirth. The men had to swim to one end of the bath and put their coats on in the water. The ladies, in the meanwhile, went to the other end, threaded a needle and cotton and the pairs met in the centre for the button to be sewed on to the coats—no easy task in the circumstances. The first couple home were disqualified, because the button had not been sewed on in all four holes—someone who had suffered long as a bachelor must have arranged this contest. The prize went to Miss V. Young and D. Laing.

The water polo match, with which the programme concluded, proved a thoroughly interesting and exciting match. The teams already selected and announced did not come up to scratch and the sides were reorganised in friendly games, which resulted in a score of four all.

CORRESPONDENCE.

THE IRISH QUESTION.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR,—In your leading article of to-day you state: "All the world now knows the extent of the generous offer made to Ireland by the Imperial Government," etc. Then follows this interesting announcement: "All this subject only to the following conditions." Therein lies the trickery, for which the English Government are renowned.

I might remind you of the fact that no Englishman can settle the Irish question. There alone remain our representatives, who will see that we are not fooled this time. Furthermore, your Government can carry on their campaign of murder, rapine, and looting. Evidence in your opinion, "might is right." Very well, then, you can try to annihilate us, but in years to come, if England is still under the heel of militarism, you will still have to settle an account, long overdue, with our children.—Yours, etc.,

IRISHMAN.

Hongkong, August 19th, 1921.

[The conditions to which our correspondent takes such strong exception are essential to the safety and integrity of the British Isles, and were probably approved by the Overseas Ministers at the recent Imperial Conference. The measure of Home Rule now offered goes far beyond the hopes of either Parnell or Redmond, and its rejection will be generally regarded, we believe, as proof of the impossibility of satisfying Sinn Féin aspirations. It is probably true that Englishmen cannot settle the Irish question; unfortunately, there are no indications that Irishmen themselves can accomplish the task.—Ed. H.D.P.]

"MUI TSAI" SYSTEM.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR,—In view of the growing and beneficent public interest in this question, it is my humble opinion that the time is opportune for the Hongkong Government to publish in the *Gazette* the number described in the recent census as *mui tsai* in Hongkong with the classification of their ages, over ten years and under ten years. In any public question of an intricate nature, the interest of the public is a potent factor in, arriving at a just solution. It is hoped that these few lines will catch the eye of H.E. the Governor, so that the intelligent public may be permitted to take an intelligent interest in a system that apparently affects the reputation of Hongkong and its Government.—Yours, etc.,

CO-OPERATION.

Hongkong, August 19th, 1921.

SERIOUS CRUELTY CHARGE.

TORTURE OF "MUI TSAI" ALLEGED.

A serious charge of cruelty to a *mui tsai* was preferred, before Mr. R. E. Lindsell, at the Magistracy, yesterday, against a young Chinese woman of well-to-do appearance.

Police-sergeant Stimson, in asking for a week's remand, said the defendant was alleged to have tied the child to a bedpost and burned her face and body with matches. The child was so severely injured that she had to be sent to the Government Civil Hospital. Dr. Moore was paying special attention to the child's injuries.

The Magistrate: How did the case come to the notice of the police?

The Sergeant: A visitor to the defendant's house made a report to us, and we took the necessary steps.

The girl, who was very small—she was said to be 10 years of age—had to stand on a chair for the Magistrate to inspect the burns on her face and legs.

Serjt. Stimson added that, according to the child, she had been tied and severely beaten by her mistress on several previous occasions. The defendant was alleged to have used lengths of bamboo in beating the child.

One of the bamboos, bearing traces of blood, was produced for the Magistrate's inspection.

The case was adjourned for a week in order that the police might complete their enquiries.

The defendant asked for bail, and this was fixed by the Magistrate at \$1,000.

SEQUEL TO A BIRTHDAY PARTY.

GOLD BROOCH MISSING.

Before Mr. R. E. Lindsell, at the Magistracy, yesterday morning, a Chinese was charged with having received a gold brooch, the property of Mr. Suffad, clerk to the Chief Justice at the Supreme Court, knowing or having cause to know that it was stolen property; also with having attempted to pawn the ornament.

Mr. Suffad said that last week he engaged the accused as cook to prepare a special Chinese dinner for a birthday party. The accused did not come to the house himself, but sent two *fohis*. During the party, continued Mr. Suffad, his little grand-daughter lost a brooch. The whole house was searched but without success, and the offer to the servants of a reward of \$2 for its recovery notwithstanding, nothing more was seen or heard of the brooch. Yesterday afternoon, the accused was seen by Serjt. Ingham attempting to pawn the brooch. The accused said that one of his *fohis* found the brooch in the kitchen and gave it to him as security for a loan.

The Magistrate passed sentence of six weeks' imprisonment on the first charge, and a fine of \$50 or four weeks' hard labour on the other.

AN OBLIGING COOLIE.

PLEADS "GUILTY" TO SOMETHING HE KNOWS NOTHING ABOUT.

Mr. Lindsell's weekly class of instruction for chair and ricksha coolies took place at the Magistracy, yesterday morning, and was well attended. The usual offenders were all there;—the men who, on receiving their exact legal fare, abuse their patron; those who feel insulted, and say so in forcible language; if the unoffending citizen decides that it is cool enough to walk; and the men, who, in their rather pathetic anxiety to earn the 10 cents that the passenger thinks so little, place their ricksha shafts before him like offerings before the gods. That is known, technically, as "soliciting."

Three or four ricksha coolies, in Calne Road, contended furiously for the privilege of running in the heat to the left with a student. One of those who were disappointed abused the fare and had to pay a fine.

The excuse of a man summoned for refusing to accept a fare was that he was very hungry at the time and so did not want a customer. He was about to get a meal.

The Magistrate (to the prosecutor, Mr. Baker, of the Naval Yard): Did you understand what he was saying?

Mr. Baker: He did not say a word to me; he ran away and when he saw me take his number he ran faster and held the shafts high so as to obscure the number.

The man was fined \$5.

Another man, who entered the "hunger" plea, on a similar charge, wanted the Magistrate to believe that he could get no food in Shektoongui—the heart of the Chinese district.

A ricksha coolie pleaded "guilty" to annoying people by soliciting. The Indian sergeant who brought the charge, however, said the offenders were chair coolies. It appeared that the man before the Court was the ricksha coolie with the corresponding number, and he had been summoned through a clerical error—"ricksha" being substituted for "chair" in the summons.

The Magistrate (to the defendant): You must be a fool to come here and plead guilty to something you know nothing about!

Defendant: I was charged and I thought I had better say "Yes."

The man was told to go.

STRIKERS AND BLACK-LEGS.

DISORDER IN CONNAUGHT ROAD.

A charge of disorderly conduct was preferred against four Chinese, before Mr. R. E. Lindsell, yesterday morning.

According to the prosecution, the men were *fohis* of a rice shop in No. 84, Connaught Road West. Some time ago they went on strike for an increase of pay. The master refused to consider their demands, and engaged a new staff.

On Thursday afternoon, the accused, with a gang of about 40 from the guild, gave battle to their suppliers. The shop people, who had been warned of the coming trouble, remained indoors. The accused and throwing bricks into the shop, breaking the glass windows and electric globes. The police had to use strong measures to quell the disturbance and restore order. The accused, who were pointed out to the police as the ringleaders, were arrested.

The Magistrate bound them over in the sum of \$100 each to be of good behaviour for 12 months.

BARR'S FLYING CIRCUS.

SINGULAR ACTION OF JAPANESE EQUIPMENT HELD UP.

Members of Barr's Flying Circus, who have been arranging to visit Shanghai and Hongkong, seem to have experienced an adventurous time in Japan, judging from a cablegram received announcing that they had been compelled to "fly from the mob" and that most of their equipment was being forcibly held by the Japanese. The *N.C. Daily* news understands that during the tour much difficulty had been experienced by the company in obtaining due fulfilment of contract terms, and unfair dealing is alleged.

According to information received, the Japanese interested in the tour succeeded in obtaining control of the Barr equipment, and Mr. Barr finally appealed to the U.S. Consular authorities in the interests of the performers, payment for the tour being said to have run into arrears to the extent of some thousands of yen. The dispute seems to have reached an acute stage by the time the company arrived at Kobe, and matters were not mended by a fatal accident which occurred.

Nothing further was heard officially from Mr. Barr until on August 8th his manager, Mr. Duncan Neven, received the startling radio-telegram, sent out from the *Manchukuo* that the company was "fleeing from the mob" and that the Japanese were "forcibly holding equipment." Further details of the affair will be awaited with interest.

The Manager writes to us from Shanghai that the loss to Barr—by the seizure of his machines and the amount the Japanese owe him in cash—totals roughly \$20,000 gold. Barr's Flying Circus, he says, is not the only sufferer by bad treatment in Japan, "but it would appear that there is easily the worst case that has been made public, and the matter should not be without interest to other shows that may contemplate visiting that country."

Mr. Neven adds that the tour to China, including Hongkong, is only temporarily deferred, for new machines have been ordered by cable and they are on their way. The Circus will be in Hongkong probably in October.

S P O R T.

TENNIS.

GARRISON LEAGUE.

The following are the results of matches played during the week:—

2nd Wiltshires beat R.G.A. by 9 sets to 0. Details:—

Bdsm. Murant and Bdsm. Rogers beat S.-Sgt. Gillard and Gr. Clow 6-1, beat Mr. Gr. May and Sgt. Walker 6-2, beat B.Q.M.S. Clarke and Gr. Dyer 6-1.

Sgt. Wells and Bdsm. Teagle beat Gillard and Clow 7-5, beat May and Walker 6-2, beat Clarke and Dyer 6-0.

Bdsm. Jones and Bdsm. Dobson beat Gillard and Clow 6-4, beat May and Walker 6-1, beat Clarke and Dyer 6-0.

R.A.S.C. beat R.A.M.C. by 5 sets to 4.

Details:—Major Humphreys and S.-Sgt. Horrocks beat S.M. Thompson and Sgt. Hollands 7-5, beat Cpl. Savage and Cpl. Stone 6-2, lost to S.-Sgt. Jane and Sgt. Ricks 3-6.

S.M. Stroud and Dr. Lansley beat Thompson and Hollands 6-1, beat Savage and Stone 6-2, beat Jane and Ricks 6-2.

S.M. McCarthy and Cpl. Swannie lost to Thompson and Hollands 4-8, lost to Savage and Stone 3-7, lost to Jane and Ricks 3-6.

R.A.S.C. beat R.G.A. by 7 sets to 2.

Details:—Major Humphreys and S.-Sgt. Horrocks beat S.-Sgt. Gillard and Gr. Clow 6-1, beat Sgt. Phillips and Gr. Dyer 6-1, beat B.Q.M.S. Clarke and Sgt. Walker 6-0.

S.M. Stroud and Dr. Lansley beat Gillard and Clow 6-0, beat Phillips and Dyer 6-1, beat Clarke and Walker 6-0.

S.M. McCarthy beat Clarke and Dyer 6-1, lost to Phillips and Dyer 3-6, lost to Gillard and Clow 1-6.

R.A.O.C. beat R.A.M.C. by 5 sets to 4.

Details:—Capt. Spinks and S. M. Hynes beat S.-Sgt. Jane and Sgt. Wilkinson 6-1, lost to Major Tomlinson and Cpl. Stone 1-6, beat S.M. Thompson and Cpl. Savage 6-2.

S.C. Nicholas and Pte. Collie lost to Jane and Wilkinson 2-6, lost to Tomlinson and Stone 1-6, lost to Thompson and Savage 2-6.

Entries for the Garrison Doubles Challenge Cup close to-day.

LEAGUE TABLE.

(Up to August 19th).

CLUB.	W.	L.	POINTS.
R.E.	8	0	16
R.A.O.C.	7	6	14
2nd Wiltshires	8	4	8
R.A.S.C.	7	3	4
R.A.M.C.	6	2	4
R.G.A.	8	0	8

INTERPORT POLO.

THE SHANGHAI TEAM SELECTED.

The following have been selected to play for Shanghai against Hongkong in the Keswick Cup Interport Match, to be played in Hongkong:—E. H. McMichael, H. Robinson, C. C. Boyd, and J. E. Brennan.

Some difficulty has been experienced by the selection committee of the Club, as several well known players, such as Messrs. Geo. Dallas, E. S. Benbow, Rowe, N. W. Hickling, J. J. Patterson, and R. I. Fearon have stated definitely that in the event of their being chosen they will be unable to play. The choice is, therefore, rather restricted, but the team which has been chosen is a good representative one, and it is hoped in Shanghai that they will retain the cup which was won by Shanghai last year.

The match will be played on October 1st.

UNITED STATES FOREIGN TRADE.

AN IMMENSE DROP.

WASHINGTON, August 11th.

The principal features of the July statement of the Department of Commerce are the enormous drop in foreign trade as compared with the corresponding month of last year, and the big gold imports which it discloses.

The general imports for July amounted to \$322,000,000, as against \$338,000,000 in June, and \$651,000,000 in July last year. The imports (7) last month were \$178,000,000, as compared with \$185,000,000 in June, and \$537,000,000 in July last year.

The figures in regard to gold and silver are as follows:—

	July 1921.
Gold imports	\$64,250,000
Silver imports	4,500,000
Gold exports	3,750,000
Silver exports	5,000,000

	July, 1920.
Gold imports	\$10,800,000
Silver imports	6,500,000
Gold exports	21,800,000
Silver exports	5,500,000

U.S. Radio message.

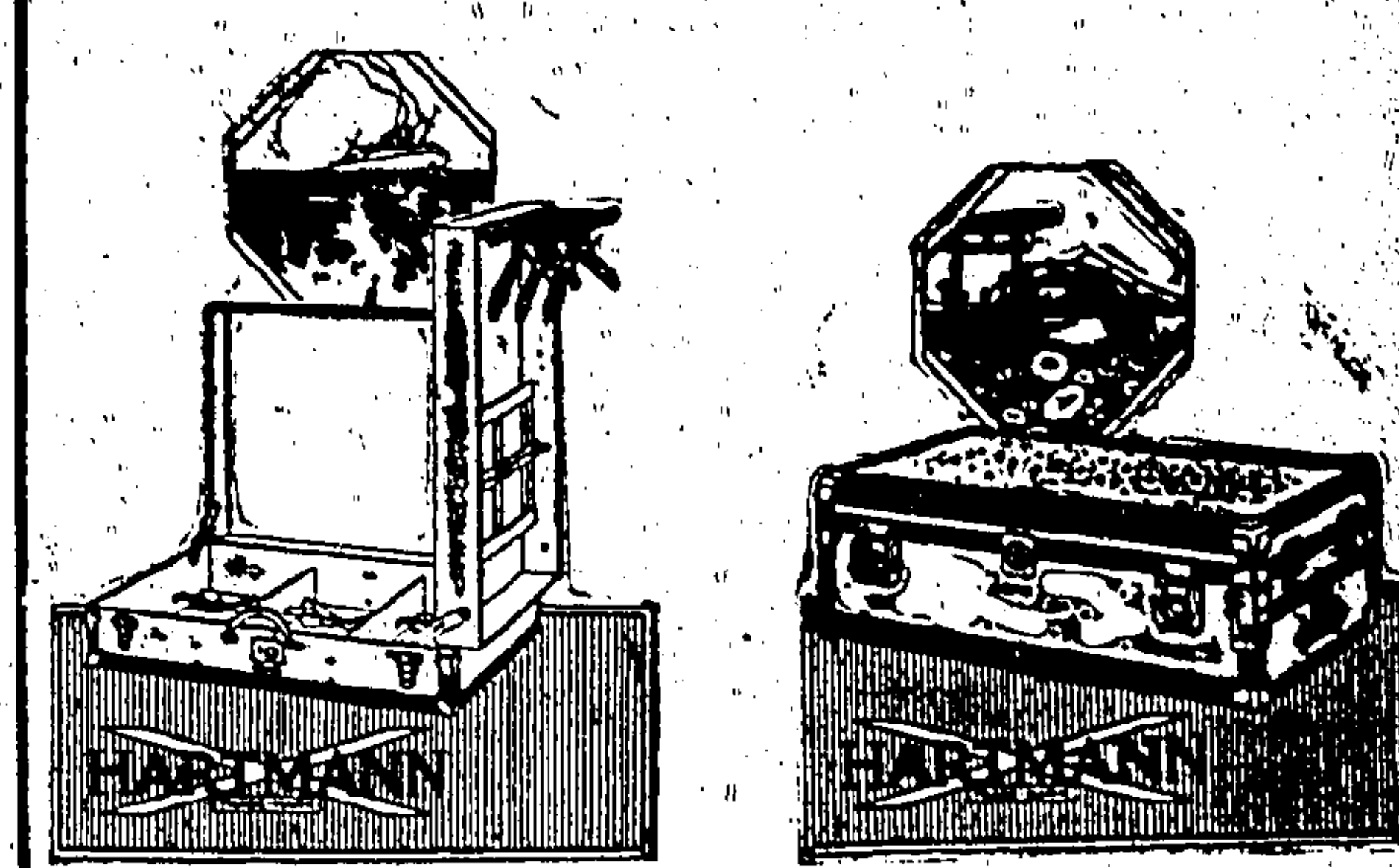
U.S. LOSING MILLIONS IN METAL TRADE.

A New York dispatch to Japan dated July 28th said: Idle men and machinery are causing a loss of nearly a billion dollars a year in the metal trades industry, according to a report issued by the Committee on the Elimination of Waste in Industry of the American Engineering Council.

According to the report, it is estimated that 90 per cent. of the responsibility for waste or non-production rests on the management, and that it is evident that the management of labour and the elimination of waste should be elevated to a higher plane.

Open conferences at which free interchange of opinion could be had and open shops where neither prejudice nor discrimination exists for or against the men, whether the latter belong or do not belong to the organizations, it is suggested, would produce favourable results.

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DID YOU EVER

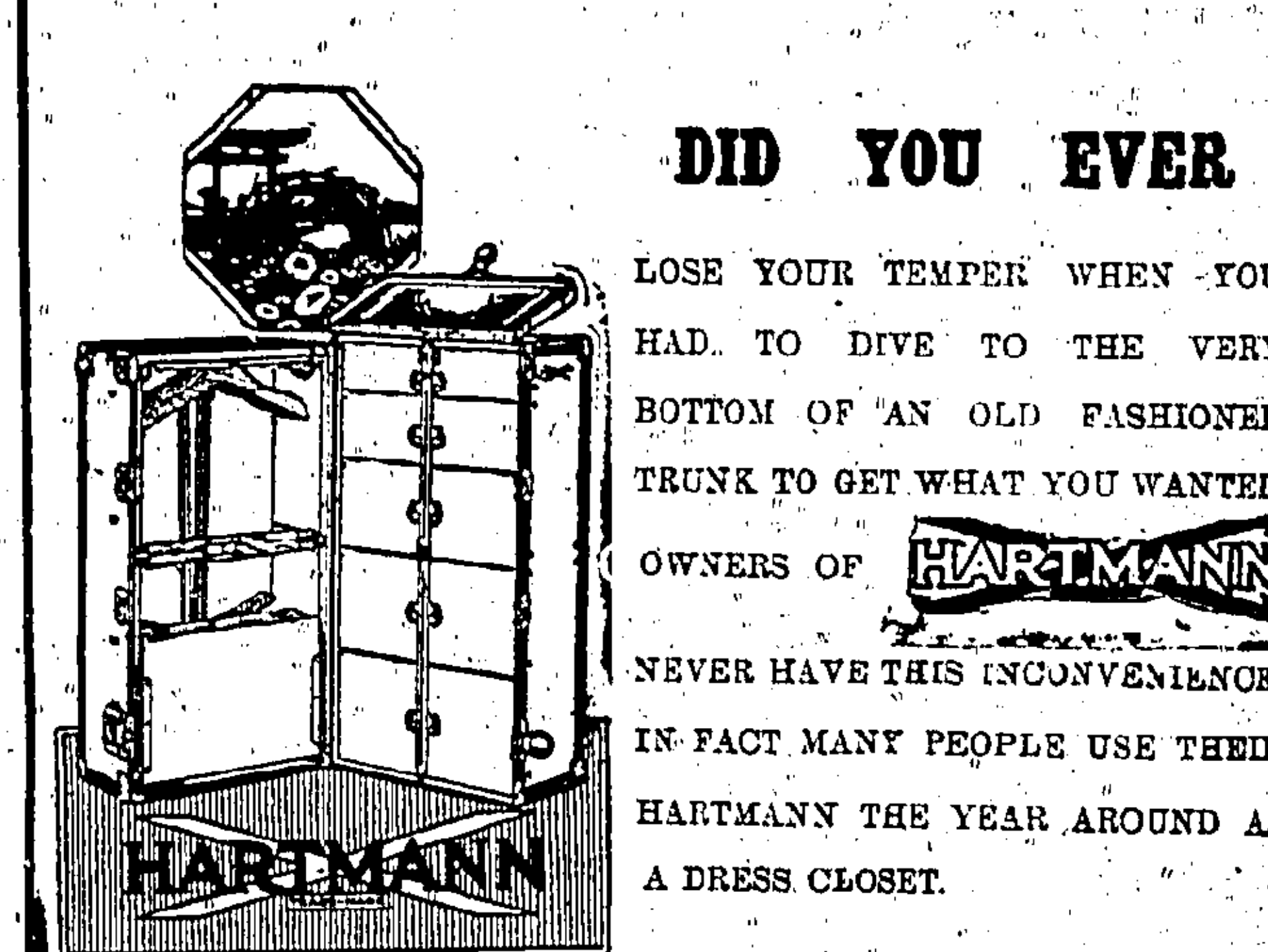
LOSE YOUR TEMPER WHEN YOU HAD TO DIVE TO THE VERY BOTTOM OF AN OLD FASHIONED TRUNK TO GET WHAT YOU WANTED

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NEVER HAVE THIS INCONVENIENCE

IN FACT MANY PEOPLE USE THEIR

HARTMANN THE YEAR AROUND AS A DRESS CLOSET.



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We have just received a new stock of this celebrated footwear in Black & Brown Boots & Shoes, also Shoe Traces & Polishers.

SAXONE'S are SMARTLY CUT, SUPER-PLY FINISHED and offered at a moderate price, they will withstand the HARDEST WEAR.

SEE WINDOW.

CABLES.

LATEST CABLES.
(THROUGH REUTER'S AGENCY.)THE IRISH CRISIS.
BRITISH PROPOSALS TO BE
CONSIDERED.

LONDON, August 19th.

The Sinn Féin authorities in Dublin announce that Dail Eireann will consider the reply to the British proposals in a private session on August 22nd.

It is understood that Dail Eireann is at present attending to departmental reports.

EARLIER CABLES.

SECRET SESSION OF DAIL
EIREANN.

LONDON, August 18th.

Dail Eireann held a secret session today.

PARLIAMENT NOT PROROGUED.

LONDON, August 18th.

Owing to the uncertainty of the Irish situation, Parliament is not being pro-rogued, but both Houses are adjourning to-morrow until October 18th, the Speaker having power to summon a meeting earlier, if desired.

LATEST CABLES.

RELIEF FOR FAMINE-
STRICKEN RUSSIA.AMERICAN ADMINISTRATION'S
PROJECT.

WASHINGTON, August 19th.

Mr. Hoover announces that complete agreement regarding food relief for Russia has been reached at Riga, and preparations are being made for the despatch of food ships from New York to Danzig.

Mr. Hoover has published a letter from President Harding, in which the latter says he trusts that America will support the Administration's project.

SILESIAN PROBLEM.

LEAGUE COUNCIL PROGRAMME.

LONDON, August 19th.

The Morning Post's Paris correspondent says that Viscount Ishii has convoked a meeting of the Council of the League of Nations for August 29th, at Geneva, to consider the Silesian question. Preliminary arrangements will then be made, after which the real discussion will be adjourned until the meeting on September 15th under the presidency of Mr. Wellington Koo.

EARLIER CABLES.

GERMAN-POLISH CO-OPERATION.

BERLIN, August 18th.

The conference between Germans and Poles at Katowitz was most important, and included a number of members of the Reichstag representing all parties, in addition to leaders of all the German trade unions.

The Poles included Skolny, Korfanty's successor as Polish Plebiscite Commissioner. The trade union leaders' conference decided to issue identical manifestos to the population of Upper Silesia, exhorting peaceful co-operation, also to form German and Polish committees to aid in the maintenance of order.

RUBBER INDUSTRY.

SUGGESTED ASSOCIATION OF
SHAREHOLDERS.

LONDON, August 18th.

A number of leading London brokers have circulated shareholders of rubber companies suggesting the formation of an Association to protect the shareholders' interests "in view of the serious crisis through which the industry is passing and the possibility that many companies may become insolvent."

IMPERIAL WIRELESS CHAIN
FIRST STATION OPENED.

LONDON, August 18th.

The first station of the Imperial wireless chain, erected at Oxford, was opened today by the Postmaster-General, who sent a message of greeting to all British stations within range.

OBITUARY.

GENEVA, August 18th.

The death of Sir David Henderson is announced. (Lt.-Gen. Sir David Henderson was born in 1862, and served in the Sudan, the South African War, and the Great War. He held a number of European decorations, the deceased was awarded the order of the Grand Cross of the Sacred Treasure of Japan. General Henderson was the author of "The Art of Reconnaissance.")

FAR EASTERN CABLE
NEWS.

(THROUGH REUTER'S AGENCY.)

THE ANGLO-JAPANESE ALLIANCE.

MR. LLOYD GEORGE DEFINES BRITISH POLICY.

LONDON, August 18th.

In the House of Commons, Mr. Lloyd George, reviewing the Imperial Conference, dwelt on Japan's loyal interpretation of the Alliance, which had enabled us to guarantee the transport of overseas troops, which otherwise would have been impossible. As Mr. Hughes and Mr. Massey recognised, the Premier continued, Japanese help in chasing raiders was one of the turning factors in the war. "Shall it be suggested that we now say to the Japanese, 'Thank you, for standing by us in trouble, but we won't need you any longer. Good-bye?'" Would anyone so behave in business? The British Empire must behave like a gentleman—(cheers)—and if it is suggested that we end the Alliance when trouble is over, that will not be becoming to the empire in dealing with a faithful ally. (Cheers.) That does not mean that we shall be continuing the Alliance with any point against anybody else—certainly not the United States. (Cheers.)

Mr. Lloyd George said that it was the cardinal principle of British policy to act in complete accord with the United States. (Cheers.) There was no country in the world with which it was more important to act in concert. It was most difficult to get an Englishman to regard an American as a foreigner, but he did not see why it was impossible to remember obligations towards Japan, and simultaneously to preserve the spirit of fraternity towards the United States. If the Japanese Alliance could merge into a greater understanding with Japan and the United States on all Pacific problems, that would be a great event and would guarantee the world's peace, because the problems of the humanity of to-morrow may relate to the Pacific Ocean and the Powers chiefly concerned in the Pacific, namely, the United States, Japan and the British Empire—(cries of "China.") Mr. Lloyd George continued, "and China." Those four great countries were primarily concerned with having a complete understanding as regards the Pacific. The surest way of making a success of any Disarmament Conference was, firstly, to have an understanding on the Pacific question.

The whole of the British Empire agreed in the desire for complete friendship with the United States and on the necessity of removing every conceivable obstacle to such a friendship. An Anglo-American agreement on the great principles of the world's policy will be an absolute guarantee of peace, and he was still hopeful that such an understanding would make us feel that such a partnership could be established with ease as a result of the Washington Conference.

CHINESE DELEGATES TO WASHINGTON
CONFERENCE.

WASHINGTON, August 18th.

The State Department is informed that the Chinese delegation to the Washington Conference will number a hundred.

SENATOR LODGE CALLS AT WHITE HOUSE.

WASHINGTON, August 18th.

Senator Lodge called at White House and conferred with President Harding for the first time since the announcement of his selection as a member of the American delegation. It is understood that he discussed Conference matters with the President.

REGULATION OF OPIUM.

LONDON, August 18th.

In the House of Commons, questioned as to how the League of Nations proposes to enforce decrees as regards the discouragement of illicit opium in countries like China and Persia, Mr. Shortt replied that the League was entrusted with general supervision of the execution of the 1912 Opium Convention, the provisions of which required the signatories to enact effective regulations for control, production, and distribution; but it did not rest with the League to decide how much opium might be grown.

THE PRINCE OF WALES TO VISIT
JAPAN.

LONDON, August 18th.

While an official announcement has not yet been made, it is understood that the Prince of Wales will proceed to Japan in 1922 on the conclusion of his visit to India.

[BY COURTESY OF THE "CHINA MAIL"]

JAPAN'S CROWN PRINCE.

SAILS FROM SINGAPORE FOR JAPAN.

SINGAPORE, August 18th.

The Japanese warships *Katori* and *Kashima*, with the Japanese Crown Prince arrived here this morning and proceeded eastwards a few hours later, the Prince not landing.

The ships will not call at Hongkong. They will be met further north by a Japanese squadron and escorted home, where a great welcome is being prepared for the Prince.

T.L.S. 50,000 BETTER.

MR. FLEMING SUES BANK FOR DEFAMATION.

SHANGHAI, August 18th.

Mr. W. S. Fleming, the American Attorney, has filed answers to the petition of the Philippine National Bank who claim T.L.S. 600,000 for breach of confidence; Mr. Fleming counter claims for defamation, demanding damages amounting to T.L.S. 650,000.

LATEST CABLES.

DAVIS CUP.

HOW JAPANESE BEAT INDIAN
PLAYERS.

NEW YORK, August 18th.

In the Davis Cup, Fyze played hard in the first few sets, but Shimidzu managed to baffle the Indian with twist shots and to pull him out of position.

Fyze played Shimidzu to a standstill in the third set, and there was an accumulation of shots into the net and out of the court, which finally gave Shimidzu the set.

Except in the first set, when Sleet's great placing enabled him to work the Japanese out of position, the match was an easy win for Kumagae. Sleet's service was soft. Kumagae returned the deliveries to where recovery was impossible.

EARLIER CABLES.

INDIA-JAPAN SINGLES.

NEW YORK, August 18th.

In the Davis Cup singles Kumagae (Japan), defeated Sleet (India), by 6-2, 6-1, 6-1.

Shimidzu (Japan) beat Fyze (India), by 6-2, 6-1, 6-7.

COUNTY CRICKET.

Hampshire defeated Glamorgan, at Southampton, by an innings and 32 runs.

Kent defeated Sussex, at Hastings, by an innings and 26 runs.

PATRONS' CHOICE OF CLERGY
NEW POWERS FOR PARISHIONERS.

At the National Assembly of the Church of England at the Church House, Westminster, on July 12th, the Archbishop of Canterbury presiding, Lord Parmoor introduced the draft measure conferring further powers on parochial church councils. After Clause 1 had been formally agreed to Lord Parmoor moved that Clause 2 should be generally approved in order that it might be discussed in detail.

The clause provides that—
(1) Every council shall have power to make representations to the patron of the benefice within 21 days of the voidance of such benefice with regard to the exercise of his power of presentation thereto, and the patron shall not exercise his power of presentation thereto until such a period has elapsed, and
(2) The notice required to be served on the churchwardens of a parish by section 2 (2) of the Benefices Act, 1898, shall be served also on the secretary of the Council, and within 14 days from the service of any such notice the Council shall have power to petition the Bishop to refuse to collate, institute, or admit any person proposed to be collated, instituted, or admitted by him.

Upon receiving any such petition the Bishop shall be entitled, after consulting a permanent board of assessors to be constituted for that purpose by the Diocesan Conference, to refuse to collate, institute, or admit such person if he thinks fit, irrespective of any other power of refusal which he may possess by statute or otherwise.

Lord Phillimore submitted an amendment leaving out the whole of Clause 2 and inserting words giving the Parochial Church Council power on the voidance of any benefice to make a representation to the patron as to any circumstances which, in the opinion of the Council, ought to be taken into consideration by him; and providing that after the expiration of a certain time the patron shall give notice to the secretary of the Council of his provisional intention to present the clerk whom he proposes to present, and the Council may make such representation to the patron therein as it may think fit, no presentation to the Bishop being effective unless accompanied by a certificate by the patron that he has taken into consideration the representation of the Council.

Lord Phillimore said that under the clause as introduced a Church Council could petition the Bishop to refuse to collate a man without giving any specific reason other than that of dislike. The Bishop would have the power, without appeal, except to a Board of Assessors, of refusing to collate, because the people did not wish to have the man and the Bishop did not want a row. He (Lord Phillimore) thought that was simply abominable.

The Rev. A. G. B. Atkinson moved that the consideration of the measure be postponed. He said it struck every clergyman of a right which every British citizen had felt he was suffering from a grievance.

The Archbishop of York supported the clause as suggested by Lord Phillimore. The time had come, he urged, when they should make provision for the parishioners' being heard in the appointment of their pastors. They would give the parishioners a status they had never hitherto enjoyed.

Lord Salisbury said that nothing could be said for passing an inadequate measure. Lord Phillimore was responsible for an inadequate measure.

Lord Wolmer supported the clause as submitted by Lord Parmoor on the ground that it represented the minimum they could ask for at present. The abuses in patronage arising under party trusts, some of them regarded as one of the most disgraceful scandals in the whole Church of England. If they were going to deny the laity a voice in the appointment of their clergy, they would certainly have a much greater right for interfering in the services of the Church.

The Dean of Manchester also supported the draft measure.

The further consideration of the matter was adjourned.

THE MILITARY INTRIGUES IN
THE YANGTZE REGION.THE LATEST DEVELOPMENT IN
HUPEH.GENERAL WU POLITELY DECLINES TO
BECOME TUCHUN.

KAI-FENG, August 7th.

General Wu Pei-fu, who is considered to be the most important and influential actor on the existing Hunan-Hupeh political stage, passed through Kai-feng this morning from Chenchow en route for his headquarters at Loyang, and it seems he has not the slightest intention to proceed to Wuchang. According to his Chief of Staff General Wu has repeatedly announced his intention not to accept any Tuchunship or Super-Tuchunship in any of the provinces, but to devote his whole time to the drilling of a "model" army for China. The suggestion of the Peking Government that he should accept the post of High Inspecting Commissioner at Wuchang in place of Wong Chan-yuan has been politely declined by General Wu.

HOW GENERAL WU'S APPOINT-
MENT WAS ARRANGED.

The following messages are from the daily bulletins issued by the Asiatic News Agency:—

PEKING, August 10th.

The President and the Premier have telegraphed to General Wu Pei-fu in Loyang asking him to accept the post of High Inspecting Commissioner for Hunan and Hupeh and start immediately with the third division of the Chihli army for Central Yangtze as the situation requires his presence there. At the same time, Marshal Tsoo Kun has wired to the Government stating that he has telegraphed to Loyang advising General Wu Pei-fu not to refuse the appointment because he can best serve his country and people in this way especially the coming convocation of the Pacific Conference in Washington demands a united China to present her case for the discussion of the Powers. Hence the Government is confident that General Wu will ultimately be persuaded to accept his new post at Wuchang though at the present moment, as a mere Chinese official formality, he still politely declines it.

The dismissal of Wong Chan-yuan and the placing of Wu Pei-fu and Hsiao Yao-nan in the dual post at Wuchang by the Government, however, has only solved one half of the Hupeh question and it remains to be seen whether General Kiang Tsoo-lin, Commander-in-Chief of the so-called Hupeh People's Army, and other leaders who are fighting on the side of Hsiao Yao-nan, will cease their activities without attaining their aims, which are:—
(1) The abolition of the Tuchun and the Super-Tuchun and the establishment of self-government for Hupeh province.
(2) The Hupeh residents in North China, under the leadership of ex-President General Li Yuan-hung, Chang Kuo-kun, Chief of the Administrative Court, and others have just petitioned the Government asking that hostilities be suspended by both sides at once, adding that the Hupehites are not fighting their battles among their own brothers and sisters merely for the promotion of the interests of any faction of the Peiyang Military Party after the retirement of Wong Chan-yuan.

PASSIVE RESISTANCE.

WUCHANG, August 7th.

Passive resistance against the appointment of General Wu Pei-fu and General Hsiao Yao-nan to the dual-post of Wong Chan-yuan, who is quietly sliding away even though the formal acceptance of his "resignation" by the Peking Government, was shown by the members of the Hupeh provincial assembly who met on the last instant at Yochow and elected General Kiang Tsoo-lin, former vice-Minister of War and now Commander-in-Chief of the Hupeh People's Army, to act concurrently as High Commissioner for the self-Government of Hupeh. At the same time, a draft Constitution has been drawn up and promulgated by the Assembly, calling into existence a Provisional Autonomous Government for Hupeh in place of the Wong Chan-yuan Government at Wuchang.

The Provisional Autonomous Government of Hupeh will be located temporarily in Hunan territory and it will be removed to Wuchang as soon as the Northern administration collapses there. According to the provisional Constitution, the Hupeh people want absolute self-government and the immediate abrogation of the dual-post of Tuchun and Super-Tuchun and it is affirmed that the duty of the Hupeh people's army will not be considered as successfully performed until these aims, which are the real will of the people, have been fully and genuinely accomplished. This statement on the part of the Hupehites, as expressed through their representatives in the Provincial Assembly, is regarded as a warning to the Chihli leaders against stepping into the shoes of Wong Chan-yuan and it is affirmed that the duty of the Hupeh people's army will not be considered as successfully performed until these aims, which are the real will of the people, have been fully and genuinely accomplished. This statement on the part of the Hupehites, as expressed through their representatives in the Provincial Assembly, is regarded as a warning to the Chihli leaders against stepping into the shoes of Wong Chan-yuan and it is affirmed that the duty of the Hupeh people's army will not be considered as successfully performed until these aims, which are the real will of the people, have been fully and genuinely accomplished.

A "FACE-SAVING" MANDATE.

PEKING, August 8th.

In order to save the "face" of Wong Chan-yuan and with the concurrence of Tsoo Kun and Chang Tsoo-lin, a Presidential Mandate will be issued shortly accepting the "resignation" of the Hupeh Tuchun and at the same time, Hsiao Yao-nan will be appointed Acting Tuchun of Hupeh, leaving the post of High Inspecting Commissioner for Hunan and Hupeh vacant for the present. This means General Wu Pei-fu may be appointed Super-Tuchun for Hunan and Hupeh if he desired to rank himself on equal footing with Tsoo Kun.

and Chang Tsoo-lin; but it is believed to be quite improbable on the ground that the War Lord of Manchuria and Mongolia will use his full power and strength to oppose Wu's promotion. Hence there is a report among Chinese circles to-day that Chang Tsoo-lin is demanding the appointment of his sworn brother and blood relative, the monarchial ringleader, General Chang Hsun to the post of High Inspecting Commissioner for Hunan and Hupeh in exchange for the promotion of Hsiao Yao-nan to the Tuchunship at Wuchang, in the hope of presenting a united front to the Southerners, by the Chihli and the Fengtien factions in Central Yangtze.

CHANG TSOO-LIN'S ATTITUDE.

MUKDEN, August 8th.

In reply to an enquiry by the Cabinet concerning the appointment of Hsiao Yao-nan and Wu Pei-fu to substitute Wong Chan-yuan at Wuchang, Chang Tsoo-lin says that as Tsoo Kun has been empowered by the Government for the solution of the Hupeh-Hunan situation, and as Central Yangtze is too far from his sphere of influence, he cannot and will not say anything about it, especially as the appointment and dismissal of high Government authorities rest solely with the responsible Cabinet. The War Lord of Manchuria is reported to be greatly dissatisfied with the Hupeh situation, especially with the way Wong Chan-yuan has been "cornered" or ousted by his political enemies from Loyang and Peking so that this clever reply to Peking may be of good or bad import. That depends on future developments. In an official proclamation issued to-day, Chang Tsoo-lin says that he is not interfering in the Hunan-Hupeh trouble and that there is no truth in the report that he has recommended the appointment of General Chang Hsun to the post of High Inspecting Commissioner for any of the Yangtze Valley provinces as a set-off against Wu Pei-fu or any one else. The people are persuaded to pursue their usual occupations and not to listen to rumours.

TSAO KUN'S CLAIM.

PEKING, August 8th.

Immediately after the visit of General Tsoo Kun, Minister of War, and General Ho En-po, Vice-Minister of War, to Peking, Marshal Tsoo Kun assembled his brothers, Tsoo Jui, Civil Governor of Chihli, and Tsoo Yin, Commander of the Twenty-sixth Division, General Chao Yu-ko, Garrison Commissioner of Tientsin, and many other high military officers of the Chihli army for a special conference. Tsoo Kun later wired to the Cabinet agreeing to the removal of Wong Chan-yuan in favour of Hsiao Yao-nan as the Hupeh Tuchun; but regarding the proposed appointment of Wu Pei-fu to the post of High Inspecting Commissioner for Hunan and Hupeh, Tsoo Kun is of the opinion that this should not be done by the Government until his concurrence has been obtained. In view of the attitude of the Hupeh people towards the appointment of Hsiao Yao-nan to Wuchang, Tsoo Kun is despatching immediately one of the infantry brigades of the Twenty-sixth Division to Hupeh as reserve for the Chihli troops. This means that the leaders of the Chihli faction will use military force to overawe the Hupehites into submission in case they resist the appointment of Wu Pei-fu and Hsiao Yao-nan because reports have already been received here from Hupeh that the Hupeh people demand the immediate abolition of the Tuchun and the post of High Inspecting Commissioner for their province, otherwise, they say, they shall be compelled to continue the struggle until the attainment of their aims.

OBITUARY.

MR. J. D. GAINES OF SHANGHAI.

Only a few weeks ago Shanghai was congratulating Mr. J. D. Gaines on his departure after many years' service to a well-deserved holiday and rest in the homeland; last week the sad news reached Shanghai of his sudden death, casting a deep gloom over a wide circle of friends.

Mr. Gaines, says the *Mercury*, was for many years with the Commercial Pacific Cable Co., coming to Shanghai after half a dozen years' work in Honolulu. For twelve years he did excellent work in Shanghai and during his stay here was also a prominent member of several of the sporting clubs. He was especially keen on golf and lawn bowls and on the links and greens was a popular figure with the members. He was elected a life member of the Golf Club, and prior to his departure for home was the recipient of tokens of esteem from different clubs. When he left, some three months ago, Mr. Gaines appeared to be in the best of health and his friends considered that he had many years of a happy retirement in front of him. The cable news of his death, therefore, came as a distinct shock, and deep sympathy will be extended by Shanghai sportsmen and ex-colleagues of the deceased to Mrs. Gaines and relatives in their sad bereavement.

A 230 A HEAD IN TAXES.

In Liverpool the local rates amount to 28/10s. per head for every man, woman, and child, and national taxation averages 223 per head so that altogether the average of taxation in Liverpool is nearly 230 per head of the population. It is a burden impossible for any community to bear, said Mr. Thomas White, chairman of the Liverpool Parish Assessment Committee, presiding at the National Conference of Assessment Committees in Oulton Hall, last month.

WORLD'S BIGGEST LINER.
THE NEW "MAJESTIC."

The biggest liner in the world—the White Star Line's 56,000-ton *Majestic*—is no longer a mystery ship.

Mr. W. F. Gibbs, chief of construction for the International Mercantile Marine, in an interview given to *The Morning Journal*, points out that although the *Majestic's* gross tonnage is 5,000 greater than that of the *Leviathan*, the two big liners are practically sister ships. They were constructed by the same builders, Blohm and Voss, of Hamburg, on the same general lines, and their mechanical equipment is almost identical.

This latter similarity is to be changed, however, for the *Majestic* is to be converted from a coal to an oil-burning vessel. What marked economies will result from this move can be judged from the fact that it is expected that it will be possible to make two more round voyages per annum under oil fuel than under coal. With oil it will not be necessary for the *Majestic* to stop more than three days in port, while with coal the vessel's detention would average a week.

Enough oil can be carried on the *Majestic* for a full round trip, but with coal it would be necessary to fuel on both legs of the voyage. In addition to the advantage of being able to bunker with oil at the American end of the run, where this fuel is much cheaper than abroad. And the saving in the weight of fuel consumed per diem will amount to fully 25 per cent, the daily consumption of oil being only 900 tons, as against 1,200 tons of coal. Still another marked economy will be in the size of the engine room force, only 225 men being needed with oil fuel, as compared with 450 for coal-burning.

GIANTSHIPS OF SEA.

How these giants of the sea compare is shown in the following table. The *Leviathan* is at present equipped as a coal-burner, but may be turned into an oil-burner, as the *Majestic* will be.

	<i>Leviathan</i>	<i>Majestic</i>
Gross tonnage	54,232	59,000
Length (feet)	907.0	912.0
Breadth (feet)	100.3	100.0
Depth (feet)	32.2	37.1
Speed (knots)	22	22
Displacement	70,000	70,000
Boilers	48	48
Daily fuel (tons)	1,200	900
Bunker capacity (tons)	8,500	9,500
Turn-round (days)	7	3
Passengers:—		
I. Class	800	800
II. Class	800	800
Stowage	2,000	2,000
Total	3,600	3,600

CONVERSION TO OIL-BURNING.

The only alterations to be made in the *Majestic's* propulsive equipment will be to the furnaces, which will be converted for oil-burning. There will be 48 boilers of the Yarrow water-tube type built by Blohm and Voss. These are the same as on the *Leviathan*, but there are two more of them. The four dozen boilers are placed in four boiler-rooms, and when the vessel is under weigh, all but one or two of the furnaces will be kept going simultaneously, it being more economical to keep a great number of the boilers working at comparatively low pressure than a small number at high pressure. With the use of oil-firing there will be a saving in boiler repairs, and this will reduce the time necessary for repairing as compared with the use of coal-fired boilers, and the ship will be kept more continuously in service.

The *Majestic* will have eight turbines, without gearing and directly connected to the propellers. These have been built by Blohm and Voss and are of the Parsons type. There will be four ahead and four astern, two on each shaft, with high pressure turbines on one inboard shaft, intermediate pressure on the other inboard shaft, and two low pressures on the outboard shaft. The steam will pass first through the high, then through the intermediate, and will then divide, and pass half through each of the low pressure turbines. The general arrangement is the same as on other large liners, including the *Aquitania*, *Imperator*, and *Leviathan*. Seventy thousand horsepower will be generated.

PASSENGER ACCOMMODATION.

When finished, the *Majestic* will have accommodation for about 3,500 passengers, including 800 first cabin, the same number second cabin, and about 2,000 steerage. There will be a swimming pool, gymnasium, restaurants and a winter garden which will be an adaptation of the Ritz restaurant plan, with terrace effect.

The cargo capacity will practically be limited to express matter and mails. On a boat of the size of the *Majestic* a great amount of cargo space has to be converted to storage for baggage.

If the *Leviathan* ultimately passes into the hands of the International Mercantile Marine, that company will have control of the two largest liners in the world—one under the British and the other under the American flag.

SIR JOHN COWAN'S £28,000.

It will come as a shock to many people to hear that General Sir John Cowan died in so poor circumstances. Sir John was Quartermaster-General of the British Forces; and it was due almost entirely to his foresight and sagacity that Tommy, whether in Mesopotamia or France, never went short, so far as food and equipment were concerned. He was responsible for some of the largest contracts in the history of the world; hundreds of millions passed through his hands, and he was responsible for seeing that the State and the men in the field received full value for the money thus spent. His supreme organising genius was apparent everywhere. Sir John left only a personal fortune of £28,000 most of which has since been swallowed up to pay his debts. The fact is he was too busy looking after his country's affairs to attend to his own.

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JERSEY'S WELCOME TO THE KING.

OLD-WORLD PAGEANTRY.

[FROM "THE TIMES" SPECIAL CORRESPONDENT.]

St. Helier, July 12th.

At Guernsey yesterday one felt that nowhere in their wide dominions could the King and Queen have received a warmer welcome, but there is tremendous rivalry between the Channel Islands, and today Jersey made almost superhuman efforts to outshine Guernsey. If in some respects those efforts have been successful, however, it has been mainly due to the fact that this is a larger island with a larger population. With one accord the whole population of the country parishes closed their houses—a few locked their doors—and all made their way to St. Helier at a very early hour.

A WEALTH OF GREETING. The King and Queen, with Princess Mary, landed at the Albert Pier at half-past 10, and were conducted to a Royal pavilion which had been erected on the landing stage. Here they were received by the Lieutenant-Governor, Sir William Douglas Smith; the Bailiff, Sir W. H. Venables Vernon; Lady Douglas Smith, Lady Vernon, and the members of the departmental staff. Here, too, were Mr. R. R. Lempriere, Seigneur of Rozel, Hereditary Butler to the King; and Major J. S. Giffard, Seigneur of St. Aubert, who by feudal law owe service to his Majesty and whose duty it would have been in olden times, when landing facilities were lacking, to ride into the sea on horseback and carry their Sovereign ashore.

The King inspected the ex-Servicemen, who included 500 formerly in the French Army, and the Queen and Princess Mary visited an enclosure set apart for the widows and orphans of those who fell in the war. Interested spectators from a distance were the crew of a German schooner which was gallily decorated as any vessel in the harbour.

THE OLD NORMAN FLAG.

Entering motor-cars, the Royal party drove through densely crowded streets to the building in the Royal square which houses both the local Parliament and the Royal Court. Halberdiers, carrying swords of honour, lined the staircase bearing halberds which were in use when Raleigh was Governor. Here a procession was formed, headed by his Majesty's Viscount, one of the leading legal officials. Then came Mr. Denunciator Bailie carrying the handsome silver gilt mace presented to the island by Charles II., and Mr. Denunciator-Solier, carrying the banner of the arms of the Bailiwick, a flag formerly carried at the coronation of the Sovereign, though since the time of George III. never used until to-day. It was the old flag of Normandy with three lions in white silk on a scarlet background, and when the mace was placed in position in front of the King the banner was slung over his chair. The King followed with the Bailiff, and the Queen with the Lieutenant-Governor. Then came Princess Mary followed by the suite.

The States were in session in the richly carved oak-panelled octagonal Stables Chamber, in which the seats are ranged in the shape of a horseshoe facing the handsome carved oak chairs in which sit the Bailiff and the Lieutenant-Governor, the seats above the gangway on one side being occupied by the rectors of the 12 parishes, and on the other by the jurats in gorgeous scarlet robes with black velvet facings. Below the gangway were the constables or mayors of the parishes, and the deputies.

The King occupied the seat of the Bailiff which, to show the superiority of the civil head of the island, both here and in the Royal Court, is six inches higher than that of the Military Governor, whose chair was occupied by the Queen. Princess Mary was provided with a fauteuil on her right. The proceedings were in French, in which the Bailiff read an address referring to his Majesty as "le roi notre duc." Following the King's reply came three hearty cheers: "Vive le Roi, notre Duc," varied by one deputy—once well-known on the music-hall stage as "The Fighting Parson"—with the more familiar "God save the King." The one item in the ceremonial in English was the announcement that the King had conferred the following honours:—The Lieutenant-Governor, Sir W. Douglas Smith, K.C.V.O.; the Bailiff, Sir W. H. Venables-Vernon, K.B.E.; and the Government Secretary, Mr. W. Whitaker Maitland, C.V.O.

IN RALEIGH'S CHAIR.

Passing into the Royal Court, the King occupied the Bailiff's Chair, once the seat of Raleigh, which he then carefully preserved. This, the Bailiff informed the King, was the oldest land Court in Western Europe, the Court of Heritage. He requested that the seigneurs ranged on the left might be called on to do homage to their Sovereign according to their tenures. This homage is only due to the King when he visits the island and consequently has been performed only once or twice before.

The ceremony differed somewhat from that at Guernsey, for there were 13 seigneurs present to do homage, and to save time they performed it together. The Seigneur de St. Ouen (Mr. R. Malet de Carteret) knelt in front of the King, with his clasped hands in front of him grasped by his Majesty, the others being on each side in order of seniority. "All together then recited:—

"Je suis votre homme lige à vous porter foi et hommage contre tous." The King-to-be was not called on to reply, and the ceremony of homage being concluded, the Seigneur of Trinity (Mr. Athelstan Riley) advanced to perform his serjeanty with a silver dish, on which were two mallards in their plumage with their beaks gilded. Kneeling, he offered the dish to the King, who looked at it smiling and turned to the Queen, who seemed much amused. The King looked round for his Receiver-General, who bore the dish away in triumph.

After the Royal Court the next halting-place was Springfield, where a Jersey cow was presented to the King. The Royal party afterwards visited Victoria College and Mont Orgueil Castle. On returning to St. Helier, where the children of all the schools were assembled, the King accepted from the Constable a replica of his *l'éton de justice*.

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The scientific ideal of a wall covering is one that is not only beautiful, but easy to keep clean, germ proof, absolutely fast in colour, and when applied a thorough disinfectant. No wall covering conforms so closely to these requirements as Hall's Sanitary Washable Distemper which has the important advantages of being most economical and durable.

Hall's Distemper is applied with a whitewash brush, saving much in the cost of labour. It sets hard, kills microbes and vermin, and disinfects.

It is made in a wide range of 70 colours, including rich dark as well as light tints. The colours never fade, enabling furniture and pictures to be moved about a room without showing discoloured walls.

Hall's Distemper decoration may be washed by lightly sponging down with clean tepid water. It remains clean, sweet and fresh for years.

Shade card and full particulars post free on application to:—

WM. C. JACK & CO., LTD.,

14, DES VŒUX ROAD CENTRAL.

SOLE AGENTS FOR HONGKONG AND SOUTH CHINA

(116)

TAKE CARE OF YOUR HAIR

ADOPT THE POPULAR AND BENEFICIAL "HARLENE HAIR-DRILL."

1,000,000 Complete HAIR-DRILL Outfits Free to Readers.

If you are worried about the condition of your hair, if it is weak, impoverished, falling out, or affected with scurf, dryness, or over-greyness, do as millions of others (both men and women) have done and try "Harlene Hair-Drill"—the delightful toilet exercise and unfailing remedy for all hair-health defects.

A short course of Hair-Drill will quickly convince you of the wonderful benefits to be derived from its daily practice, and the opportunity is freely offered to you in the unique Four-Fold Gift Outfit described below.

HERE IS THE 4-FOLD GIFT.

1. A Bottle of "Harlene," the true liquid food and tonic for the hair.
2. A Packet of "Cremex" Shampoo Powder, which prepares the head for "Hair-Drill."
3. A Bottle of "Uzon" Brilliantine, which gives a final touch of beauty to the hair.
4. A copy of the new edition of the "Hair-Drill" Manual.

Write in the first place for one of the 1,000,000 "Harlene" Hair-Drill Outfits, and prove its efficacy for yourself free of personal expense. Send only 6 annas in stamps to cover cost of postage and packing.

MILLIONS PRACTISE "HAIR-DRILL."

Millions of men and women now practise "Harlene Hair-Drill" daily. They have tested and proved that this unique preparation, "Harlene," and its agreeable method of application, "Hair-Drill," is the surest way to overcome all hair defects, and that it is also the easiest way to ensure the perfect growth of long, silky, beautiful hair in abundance, glossy and bright.

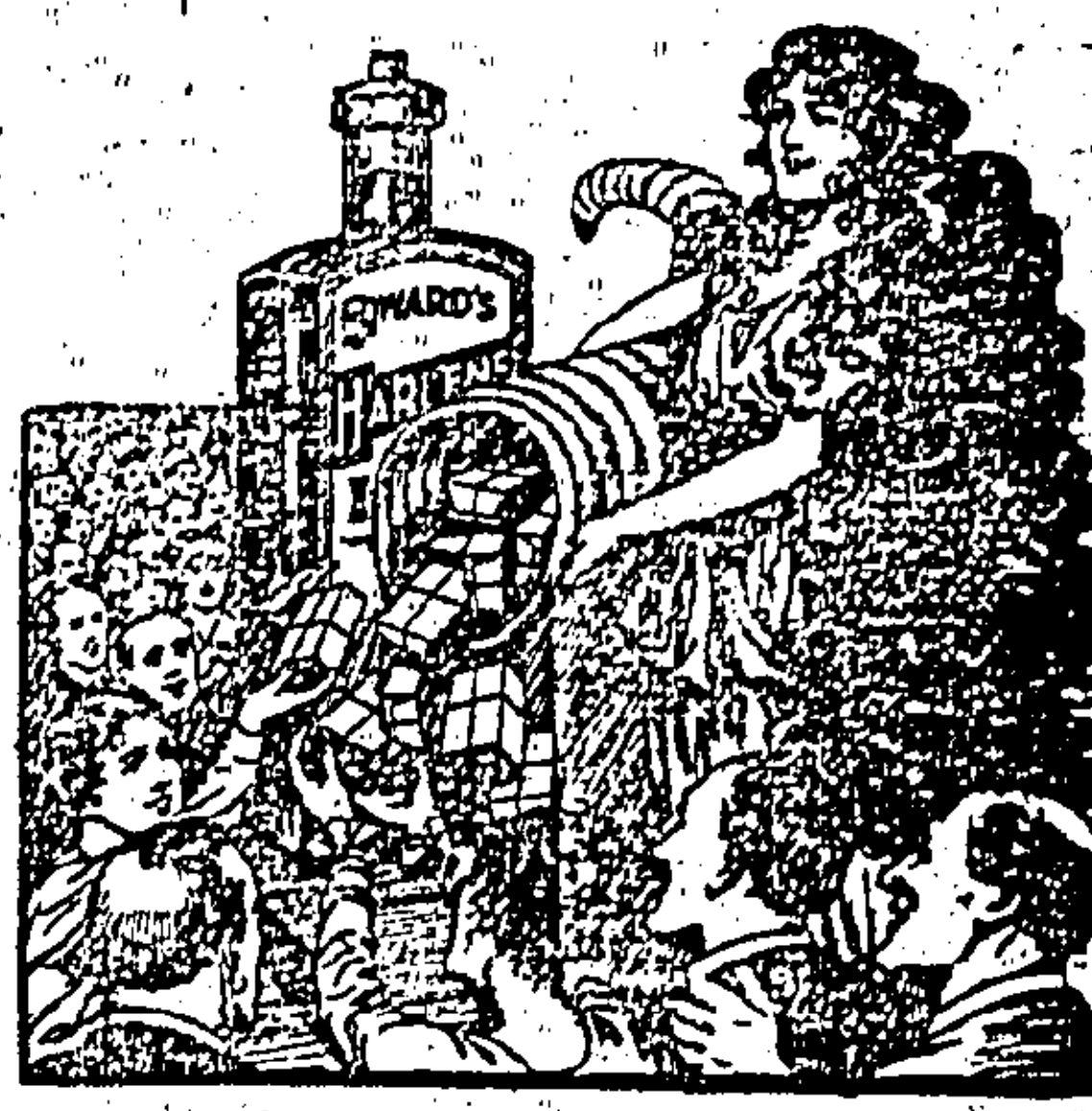
"HARLENE" MAKES ALL THE DIFFERENCE.

In the course of a few days you will find every strand of your hair waking up to new vitality and new strength—you will find a

new sparkle and freshness revivifying the hair, and all the lost light and shade, as well as the delicate tints of the hair, which have been dulled down, will reawaken, and your hair will rapidly take on a new lease of life and beauty.

"HARLENE" FOR MEN ALSO.

Men, too, find that "Harlene" prevents



All classes of Society are now regularly practising "Harlene Hair-Drill." Men in both our Navy and Army, abroad and at home, Nurses, Factory Workers—indeed, all classes are able to benefit the "Harlene" or "Uzon" or "Cremex" Shampoo. Everyone is invited to accept the Free Gift Outfit made in this announcement. Simply send your name and address with the coupon form below and by return you will receive, without any charge or obligation the complete "Harlene Hair-Drill" Outfit fully described in this announcement.

Scalp Irritation, Dryness, and a tendency to Baldness. It is no exaggeration to say that millions of men and women in all walks of life practise the refreshing and beneficial "Hair-Drill" daily, and so preserve hair health and beauty.

When you have enjoyed your hair beauty experiments you can obtain further supplies of "Harlene" and "Cremex" Shampoo Powder from all Bazaar and Drug Stores throughout India.

Any or all of the preparations will be sent on receipt of 6 annas extra for postage. Send to: Harlene, Ltd., 20, F. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

FREE GIFT COUPON

Post to Harlene, Ltd., 20, F. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

Dear Sirs—Please send me your free "Harlene" Four-Fold Hair-growing Outfit as described above. I enclose 6 annas in stamps for postage to any part of the world. (Foreign stamps acceptable.)

NOTE TO READER.

Write your full name and address clearly on a plain piece of paper, pin this coupon to it, and post as directed above.

Hongkong Daily Press.

DODWELL & CO., LIMITED.

REGULAR SAILINGS TO NEW YORK & BOSTON
for NEW YORK via Suez.

S.S. "KENDAL CASTLE" ... sailing on or about 30th Sept.

LLOYD TRIESTINO.

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT,
BLACK SEA & DANUBE PORTS.
Fiume having been re-opened for traffic, cargo is also accepted for this port
on through Bills of Lading.FOR BRINDISI, VENICE & TRIESTE
via SINGAPORE, PENANG & COLOMBO.

S.S. "TRIESTE" ... sailing End of August.

FOR SHANGHAI

S.S. "TRIESTE" ... sailing on or about 18th August.
Passengers' Luggage can be insured at the Office of the Agents.

NATAL LINE OF STEAMERS.

Sailing from Colombo to South African Ports:—
S.S. "UMVOLOSI" ... sailing on or about 30th Sept. from Colombo
S.S. "UMONA" ... sailing the beginning of Sept.
SOUTH AFRICAN PORTS FROM CALCUTTA & COLOMBO.
Through Bills of Lading issued from Hongkong.For Freight or Passage on any of the above Lines apply to—
DODWELL & CO., LIMITED,
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SEATTLE & VICTORIA or VANCOUVER via Manila, Keelung,
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and Chicago, Milwaukee & St. Paul Railways.

FUSHIMI MARU (Shanghai direct) ... Wednesday, 24th Aug., at 11 a.m.

KATORI MARU ... Friday, 9th Sept., at 11 a.m.

KASHIMA MARU (omitting Manila) ... Tuesday, 4th Oct., at 11 a.m.

SUWA MARU (Nagasaki direct) ... Saturday, 29th Oct., at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez
Port Said and Marseilles.

MISHIMA MARU ... Saturday, 20th Aug., at 11 a.m.

SAD MARU ... Friday, 2nd Sept., at 11 a.m.

KITANO MARU ... Friday, 16th Sept., at 11 a.m.

HAMBURG, LONDON & ROTTERDAM
TOTTORI MARU ... Monday, 22nd August.LIVERPOOL, GLASGOW & MARSEILLES.
LISBON MARU ... Second half of Sept.MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday
Island, Townsville & Brisbane.

TANGO MARU ... Tuesday, 20th Sept., at 11 a.m.

NIKKO MARU ... Tuesday, 18th Oct., at 11 a.m.

NEW YORK via PANAMA.
LYONS MARU ... Monday, 32nd Aug.

TAKAO MARU via Suez ... Saturday, 27th Aug.

SOUTH AMERICAN PORTS via CAPE.
KANAGAWA MARU ... Friday, 16th SeptemberBOMBAY & COLOMBO via Singapore.
MORIOKA MARU ... Saturday, 20th Aug.

TAMBA MARU ... Monday, 5th Sept.

CALCUTTA & RANGOON via Singapore & Penang.
YEBOSHI MARU ... Tuesday, 30th Aug.JAPAN PORTS—Nagasaki, Kobe & Yokohama.
TANGO MARU ... Saturday, 30th Aug., at 11 a.m.SHANGHAI, KOBE & YOKOHAMA.
INABA MARU ... Saturday, 30th Aug., at 11 a.m.

OEVLYN MARU ... Thursday, 1st Sept., at 11 a.m.

KAMO MARU ... Thursday, 1st Sept., at 11 a.m.

For further information apply to—NIPPON YUSEN KAISHA
K. KAMEI, Manager.
Telephone Nos. 291 & 292.YAMASHITA KISEN KAISHA.
(THE YAMASHITA S.S. Co. Ltd.)REGULAR FREIGHT & PASSENGER SERVICE
BETWEEN
KEELUNG, HONGKONG & HAIPHONG

Sailing from Hongkong.

FOR HAIPHONG via Pakhoi

S.S. "TAIKWA MARU" ... on or about 1st Sept.

FOR KEELUNG via Swatow & Amoy

S.S. "HOZUI MARU" ... on or about 1st Sept.

For further particulars, please apply to—

M. KOBAYASHI,
Agent.Branch Office,
No. 37, Bonham Street, West,
Tel. No. 155.
Top Floor, King's Building,
Tel. No. 140.BURDEN OF TAXATION.
SIR R. HORNE'S COMPARISON.
—PAYING FOR THE WAR.Sir Robert Horne, Chancellor of the
Exchequer, addressed the delegates of the
conference of the Association of Con-
servative Clubs at the Hotel Cecil on
July 1st, Sir Herbert Nield, K.C., M.P.,
presiding, and compared favourably the
present financial position of Great Bri-
tain with that of our great Allies dur-
ing the war.Sir Robert Horne said it was predicted
that the Government was going to be
beaten by Anti-Waste. He thought they
all belonged to the Anti-Waste party.
(Hear, hear.) There was no one in this
country who wanted to waste for waste-
sake. The problem the Anti-Waste
candidate had got to solve, like them-
selves, was how to achieve the economies
we all desired. It was amazing how
many people there were who supported
the economy in general, but they were in-
terested at the moment. He heard him-
self described in the House of Commons
the other night as a "fifty-Scotman,"
and it was only because he had refused
to allow an enthusiastic economist to
perform an operation that would cost the
State a great deal of money. (Laughter.)The burden of taxation was very heavy,
continued the Chancellor. It bore with
continued severity upon individuals as well
as upon institutions, and there was no one in this
country who wanted to waste for waste-
sake. The problem the Anti-Waste
candidate had got to solve, like them-
selves, was how to achieve the economies
we all desired. It was amazing how
many people there were who supported
the economy in general, but they were in-
terested at the moment. He heard him-
self described in the House of Commons
the other night as a "fifty-Scotman,"
and it was only because he had refused
to allow an enthusiastic economist to
perform an operation that would cost the
State a great deal of money. (Laughter.)We were indeed showing an example
to the whole world. Of our expenditure
in the war we were paying a greater proportion
in respect of interest upon debt than any
of the other countries. In point of fact,
we were the only one of those countries
which to-day was meeting its expendi-
ture out of revenue. In regard to the
other countries he had referred to, while
their expenditure was greater than ours
in proportion to their pre-war expendi-
ture, they were not even with that ex-
penditure meeting it with revenue, and
accordingly, if we entered into a com-
parison of our present condition with
that of other countries, he was sure we
would agree that, however much it was
incumbent upon us to-day to be econo-
mical, at least we could not be unfavour-
ably compared with any of the Allies
with whom we fought in the war.
(Cheers.)As the matter seemed to bulk most
largely in the public view, continued Sir
Robert, he wished to carry his argument
a bit further. We were endeavouring
to reduce our expenditure, and it was
the duty of all, and especially his duty
as Chancellor of the Exchequer, to put
forth every effort to get expenditure
down, but let no one imagine that the
task was an easy one. An expenditure
of over £300,000,000 was described as a
"monstrous incubus" upon the people
of this country. Where was that money
gone? As much as £330,000,000 was going
upon the war debt. Nobody refused to
pay that debt. Another £130,000,000
was being spent on pensions to disabled
men and the wives and children of those
who had fallen. That was an expendi-
ture we could not disavow, and which
we were bound to meet. (Cheers.) An-
other £18,000,000 went in obligations to
the men who had fought and returned to
the vocations of peace, and nobody pro-
posed to disavow that. Old age pensions
had increased by £13,000,000, and
£30,000,000 went to pay debts for depre-
ciation of stock, etc., to the railway com-
panies. The pre-war expenditure was
£207,000,000 a year, but on the current
value of money that now equalled at
least £414,000,000, and altogether those
figures totalled over £500,000,000. He
was not there to say that because we had
those items we could do nothing to alter
the situation. They would all do their
utmost to that end, but he wished the
country to understand the difficulties
that had arisen, not out of anything the
present Government had done, but out
of the fact that we had fought the most
colossal war in history, and we, like other
people, must suffer for it.Concluding, Sir Robert said, that
though we were going through difficult
times, at least we were getting over those
difficulties as well as any and better than
most countries. There was a great feel-
ing of settlement going over the country
at the present time. Difficulties which
at other times might have created pro-
longed struggles had been settled by
amicable means and harmonious negotia-
tions. In this connection he would in-
stance the troubles in the cotton, engine-
ering, and shipbuilding industries, and
there were innumerable other instances
in which the exchange of quiet dis-
cussions, and arguments had been arrived
at about which the world knew nothing.
(Cheers.)ITCHING BURNING
PIMPLES ON FACECould Not Sleep. Used To
Rub Face. Cuticura Heals."My face broke out in small pim-
ples and then was a mass of severe
eruptions. I could not
sleep at night with the
itching and burning, and
when my face got hot it was
much worse. I could not
keep my hands away from
it, and used to rub and
make it bleed.""I thought I would use Cuticura
Soap and Ointment, and in five weeks
I was healed and have not had any
signs of an eruption since." (Signed)
Miss L. M. Chester, Wrenthorpe,
Greatworth, Banbury, Oxon, Eng.
Make Cuticura Soap and Ointment
your every-day toilet preparations.Sole U.S. Dispensary, 24 and 26, 4th St.,
New York, N.Y. U.S. Dispensary, 12, 14, 16, 18, 20, 22, 24, 26, 28, 30, 32, 34, 36, 38, 40, 42, 44, 46, 48, 50, 52, 54, 56, 58, 60, 62, 64, 66, 68, 70, 72, 74, 76, 78, 80, 82, 84, 86, 88, 90, 92, 94, 96, 98, 100, 102, 104, 106, 108, 110, 112, 114, 116, 118, 120, 122, 124, 126, 128, 130, 132, 134, 136, 138, 140, 142, 144, 146, 148, 150, 152, 154, 156, 158, 160, 162, 164, 166, 168, 170, 172, 174, 176, 178, 180, 182, 184, 186, 188, 190, 192, 194, 196, 198, 200, 202, 204, 206, 208, 210, 212, 214, 216, 218, 220, 222, 224, 226, 228, 230, 232, 234, 236, 238, 240, 242, 244, 246, 248, 250, 252, 254, 256, 258, 260, 262, 264, 266, 268, 270, 272, 274, 276, 278, 280, 282, 284, 286, 288, 290, 292, 294, 296, 298, 300, 302, 304, 306, 308, 310, 312, 314, 316, 318, 320, 322, 324, 326, 328, 330, 332, 334, 336, 338, 340, 342, 344, 346, 348, 350, 352, 354, 356, 358, 360, 362, 364, 366, 368, 370, 372, 374, 376, 378, 380, 382, 384, 386, 388, 390, 392, 394, 396, 398, 400, 402, 404, 406, 408, 410, 412, 414, 416, 418, 420, 422, 424, 426, 428, 430, 432, 434, 436, 438, 440, 442, 444, 446, 448, 450, 452, 454, 456, 458, 460, 462, 464, 466, 468, 470, 472, 474, 476, 478, 480, 482, 484, 486, 488, 490, 492, 494, 496, 498, 500, 502, 504, 506, 508, 510, 512, 514, 516, 518, 520, 522, 524, 526, 528, 530, 532, 534, 536, 538, 540, 542, 544, 546, 548, 550, 552, 554, 556, 558, 560, 562, 564, 566, 568, 570, 572, 574, 576, 578, 580, 582, 584, 586, 588, 590, 592, 594, 596, 598, 600, 602, 604, 606, 608, 610, 612, 614, 616, 618, 620, 622, 624, 626, 628, 630, 632, 634, 636, 638, 640, 642, 644, 646, 648, 650, 652, 654, 656, 658, 660, 662, 664, 666, 668, 670, 672, 674, 676, 678, 680, 682, 684, 686, 688, 690, 692, 694, 696, 698, 700, 702, 704, 706, 708, 710, 712, 714, 716, 718, 720, 722, 724, 726, 728, 730, 732, 734, 736, 738, 740, 742, 744, 746, 748, 750, 752, 754, 756, 758, 760, 762, 764, 766, 768, 770, 772, 774, 776, 778, 780, 782, 784, 786, 788, 790, 792, 794, 796, 798, 800, 802, 804, 806, 808, 810, 812, 814, 816, 818, 820, 822, 824, 826, 828, 830, 832, 834, 836, 838, 840, 842, 844, 846, 848, 850, 852, 854, 856, 858, 860, 862, 864, 866, 868, 870, 872, 874, 876, 878, 880, 882, 884, 886, 888, 890, 892, 894, 896, 898, 900, 902, 904, 906, 908, 910, 912, 914, 916, 918, 920, 922, 924, 926, 928, 930, 932, 934, 936, 938, 940, 942, 944, 946, 948, 950, 952, 954, 956, 958, 960, 962, 964, 966, 968, 970, 972, 974, 976, 978, 980, 982, 984, 986, 988, 990, 992, 994, 996, 998, 1000.WHEN YOUR HEAD IS DULL
AND HEAVYyour tongue furred, your bowels constive, and you
rise in the morning tired, with no relish for
breakfast, and dreading your work, when you
are racked with pains—in the head, back,
stomach—all over when you feel "done-up,"
and "sit-for-nothing," have no appetite no
energy, no interest or ambition—your stomach
and liver are out of order. They need help and
need it sorely. Mother Seigel's Syrup, the well-
proved herbal remedy, will give just the help
your stomach and liver need.Whether your trouble is due to the weather or
overwork, anxiety, or error in diet, Mother
Seigel's Syrup will speedily put you right. It
will clear your head, restore your appetite,
regulate your bowels, make food nourish you,
and give you new strength, new energy, new
life.If you suffer from digestive disorders—from
pains after eating, flatulence, acidity, headache,
biliousness or constipation—why not give Mother
Seigel's Syrup a trial? It is a simple matter to
take 15 to 30 drops in a wineglassful of water
after eating, yet in just this simple way
thousands have put behind them all the miseries
which arise from a disordered state of the diges-
tive organs.Indeed you will find Mother Seigel's Syrup in
half the homes you enter. It is used by people
in shops and offices, whose digestive systems are
sorely tried by the conditions under which they
work. It is used by men and women whose
livers are prone to become sluggish through
sedentary occupations; by workers on farms and
fields, exposed to all weathers; and by mothers
so often tempted to rush their infants.For fifty years, in fact, Mother Seigel's Syrup
has been the friend of all sorts and conditions of
men and women, and its praises are sounded the
loudest by people who have had longest experi-
ence of its value in correcting stomach and liver
troubles.Why is Mother Seigel's Syrup so successful,
you may ask, in banishing and preventing diges-
tive disorders? The explanation is simple and
is known to most people already. Mother
Seigel's Syrup contains medicinal extracts of
more than ten different roots, herbs and leaves,
which, in combination, possess in a remarkable
degree the power of toning and strengthening
the stomach and regulating the action of the
liver and bowels.This is the secret of its great success—its
fifty years' solid reputation. It banishes and
prevents stomach and liver troubles in a man-
ner and helps to keep you well. If you have
any digestive disorder—any disturbance of the
stomach or sluggishness of the liver, take
Mother Seigel's Syrup for a while, and you will
be delighted with the result. The Syrup is sold
also in Tablet form. B299.

MR. ASQUITH AND DUMPING.

GOVERNMENT BILL CRITICISED.

Mr. Asquith addressed a meeting
arranged by the Manchester Liberal
Federation at Manchester, last month,
to protest against the Protectionist and
trade policy of the Government. The
Safeguard of Industries Bill was based
on hypothetical questions as to which
he did not trust the judgment of any
committee. The figures for imports and
exports for the year ending December
last did not supply any evidence, nor
had any evidence been forthcoming in
any of the discussions in the House, that
the British industries were suffering
from dumping. (Cheers.) If there was
any evidence let it be produced, and
let it be judged, not by a departmental
committee sitting behind closed doors in
bureaucratic twilight (laughter)—but
produced in the open light of Parliamen-
tary discussion in the House of Com-
mons. (Cheers.) The bill, even in its
contracted and attenuated form, could
not be justified on the ground of de-
preciated exchange—and there was no
subject in the world, and he said so
after a very long experience of human
folly (laughter)—about which there was
more nonsense talked than on the sub-
ject of foreign exchange. Exchange was
not really a complicated matter. One
effect he ventured to predict with great
confidence if the measure were success-
ful—which he was sure it would not be
—would be that it would stimulate the
invisible exports of Germany against
which no tariff could protect them—ex-
ports in the shape of shipping, banking,
insurance, and all the work of the middle-
men and brokers.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS, SUBJECT TO ALTERATION

SHANGHAI via SWATOW ... "YUSANG" ... Mon., 22nd Aug., Noon.
HAIPHONG via HOIHOW ... "LOKSANG" ... Tues., 23rd Aug., 3 p.m.
STRAITS & CALCUTTA ... "YATSHING" ... Tues., 23rd Aug., 3 p.m.
BANGKOK via SWATOW ... "CHUNSHANG" ... Wed., 24th Aug., Noon.
TRIESTE ... "CHIESHING" ... Wed., 24th Aug., Noon.
SANDAKAN ... "YANNIS" ... Thurs., 25th Aug., Noon.
MANILA ... "YUENSANG" ... Fri., 26th Aug., 3 p.m.CALCUTTA LINE:—This Line affords regular sailings to Calcutta, Penang and
Singapore, returning from Calcutta steamers proceed via Swatow
and Hongkong to Japan, occasionally calling at Shanghai.
All steamers have excellent passenger accommodation, are
fitted with Electric Light and Fans and carry a fully-qualified
Sergeant.SHANGHAI LINE:—Sailings approximately every five days between Canton and
Shanghai, sometimes calling at Swatow. Through tickets can
be obtained and through Bill of Lading are issued to all
Northern and Yangtze Ports via Shanghai.MANILA LINE:—A weekly service is maintained with Manila by vessels with good
passenger accommodation, sailings from both ports every Friday,
calling at Iloilo when convenient.HAIPHONG LINE:—Sailings approximately every five days between Canton and
Shanghai, sometimes calling at Swatow. Through tickets can
be obtained and through Bill of Lading are issued to all
Northern and Yangtze Ports via Shanghai.BORNEO LINE:—A weekly service is maintained with Sandakan by two 5,000 tons
freighters, sailings to and from Sandakan every Friday, calling
at Iloilo when convenient.TIENTSIN LINE:—A regular service is run from March to November between
Hongkong and Tientsin, calling at Waihaiwei and Chafoo.BANGKOK LINE:—A weekly service is provided between Hongkong and Bangkok,
via Swatow, by four steamers fitted with up-to-date passenger
accommodation.

CALCUTTA LINE:

S.S. "YATSHING" will be despatched on or about
Tuesday, 23rd Aug., at 3 p.m., for SINGAPORE, PENANG
& CALCUTTA.Through Bills of Lading issued to RANGOON, PORT SWET-
TENHAM, MADRAS and DUTCH EAST INDIES.

For Freight or Passage apply to—

Jardine, Matheson & Co., Ltd.

GENERAL MANAGERS.

Telephone No. 215.

GLEN AND SHIRE

Joint Service of Steamers.

U.K.-STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.

Vessel ... Des Hongkong
M.Y. "GLENARA" ... 27th Aug.
M.Y. "GLENAP" ... 15th Sept.
S.S. "CARNABYONSHIRE" ... 10th Oct.

HOMEWARDS.

Vessel ... Leaves Hongkong ... Discharge
M.Y. "GLENARA" ... 3rd Sept. GENOA, LONDON, ROTTERDAM & HAMBURG.
M.Y. "GLENAP" ... 8th Sept. GLASGOW, LONDON & ROTTERDAM.
M.Y. "GLENARA" ... 25th Sept. GENOA, ROTTERDAM, HAMBURG & HULL.
M.Y. "GLENARIFE" ... 29th Sept. GLASGOW & ROTTERDAM.

Movements are subject to change without notice.

For freight or further particulars please apply to—

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The Glen Line, Ltd., AGENTS.

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3844, 5933.

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ALWAYS READY FOR

CHARTERS of all descriptions.

The following are comprised in the Company's Fleet:—

Eleven steamers of 9,100 tons each deadweight.

And under the Company's Management:—

Twenty steamers of about 9,100 tons deadweight each.

Two steamers of about 9,400 tons deadweight each.

(Belonging to the Kawasaki Dockyard Co., Ltd.)

For Charter Rates and all other particulars apply to the

KAWASAKI KISEN KAISHA

No. 3, Bando Kow.

SHIPPING NEWS

ARRIVALS

August 19th.
Taiwan Maru, British str., 1,878 tons, Capt. J. E. Richards, from Tientsin, with sugar, B. & S.
Zan Cloon, Dutch str., 2,882 tons, Capt. F. Schlette, from Singapore, with a general cargo.—J.C.J.L.
 August 19th.
Chishui, British str., 1,353 tons, Capt. A. V. Harrison, from Bangkok, with a general cargo.—B. & S.
Chipsing, British str., 1,189 tons, Capt. G. A. Matthews, from Weihaiwei, with a general cargo.—J.M. & Co.
Dunera, British str., 2,460 tons, Capt. W. Walker, from Shanghai, with a general cargo.—Mackinnon, Mackenzie & Co.
Esperon, British str., 4,824 tons, Capt. W. K. Wallace, from Singapore, with a general cargo.—Mansfield.
Fushimi Maru, Japanese str., 8,519 tons, Capt. R. Shimidzu, from Manila, with a general cargo.—N.Y.K.
Glenariff, British str., 4,500 tons, Capt. H. J. Henderson, from London, with a general cargo.—J.M. & Co.
Himalaya Maru, Japanese str., 3,187 tons, Capt. T. Tani, from Shanghai, with a general cargo.—O.S.K.
Inaba Maru, Japanese str., 3,690 tons, Capt. K. Hayashi, from Singapore, with a general cargo.—N.Y.K.
Japan, British str., 3,837 tons, Capt. P. W. Rowe, from Moji, with a general cargo.—Mackinnon Mackenzie & Co.
Laibon Maru, Japanese str., 1,506 tons, Capt. T. Tanikawa, from Shanghai, with a general cargo.—N.Y.K.
Mishima Maru, Japanese str., 4,916 tons, Capt. K. Okamoto, from Shanghai, with a general cargo.—N.Y.K.
Morioka Maru, Japanese str., 3,095 tons, Capt. B. Takiguchi, from Moji, with a general cargo.—N.Y.K.
Myosaku Maru, Japanese str., 1,749 tons, Capt. H. Yagi, from Muke, with coal.—M.B.K.
Ryusho Maru, Japanese str., 1,752 tons, Capt. M. Saito, from Canton.—M.B.K.
Samarang Maru, Japanese str., 2,447 tons, Capt. K. Yasui, from Moji, with a general cargo.—Nanyo Y.K.
Taming, British str., 1,356 tons, Capt. G. Milne, from Manila, with sugar.—B. & S.
Tanda, British str., 1,236 tons, Capt. Stockwell, from Singapore, with a general cargo.—Mackinnon Mackenzie & Co.
Tango Maru, Japanese str., 4,252 tons, Capt. B. Saito, from Melbourne, with a general cargo.—N.Y.K.
Yei Maru, No. 2, Japanese str., 1,624 tons, Capt. W. Nishikawa, from Wakamatsu, with coal.—M.B.K.
Yingchow, British str., 1,216 tons, Capt. A. Byers, from Shanghai and Swatow, with a general cargo.—B. & S.

CLEARANCES

August 19th.
Dunera, for Singapore.
Esperon, for Shanghai.
Glenariff, for Shanghai.
Hainan, for Swatow.
Hanyang, for Hiohow.
Kanying, for Pakhoi.
Longsight, for Manila.
Laibon Maru, for Canton.
Mattawa, for Hongkong.
Mishima Maru, for Singapore.
Wingwang, for Shanghai.
Yingchow, for Canton.

O.S.K. PLANS FOR CALCUTTA LINE.

Japan papers contain references to the new scheme of the Osaka Shosen Kaisha for a shipping service to Calcutta. It is said that the Company will replace vessels of 3,000 tons now operated on the Japan-Java-Calcutta line with three ships, or more, of 6,000 or 7,000 tons, or those which are sufficient to sustain competition with the shipping companies belonging to the Calcutta-India Conference. With these three vessels a monthly regular service will be maintained. In addition, the 6,000-ton vessels on the line from Calcutta to New Orleans via Suez will touch at Calcutta on their outward voyage from Japan to that port, and the vessels on the subsidized line to South America will also touch at that port on their outward voyage. Thus at least three regular sailings from Japan to Calcutta are to be maintained. As the South American line is subsidized by the Government, it is impossible for the company to send vessels on that line to Calcutta without permission of the Government, and this fact is associated with the recent coming up to Tokyo of Mr. Kafuku, director of the Osaka Shosen Kaisha. When the subsidized South American line was instituted, it was reported that the company had been authorized not to make calls at Calcutta for the reason that it would clash with the interests of the Calcutta Freight Conference and the Nippon Yusen Kaisha. In the circumstances, it will not be easy to obtain the required permission from the authorities, but in view of the fact that the Government is favourably disposed towards the Osaka Shosen Kaisha, that will not be impossible.

Another version is that the company intends to add two ships now operating on the Japan-Java-Calcutta line. The five vessels at present maintain seven right-bound sailings a year, but when the two ships are added, left-bound sailings will also be instituted so that a regular monthly sailing can be kept up. Besides, the vessels on the line from Calcutta to New Orleans via Suez are to touch at Calcutta on their outward voyage from Japan to that port, and those on the New Orleans-Calcutta line will call at that port on their return voyage from Calcutta to Japan. Thus at least two sailings a month will be maintained.

STEAMERS' MOVEMENTS

The T.K.K. s.s. **Siberia Maru** sailed from Shanghai on the 18th instant, at 7 p.m., and is due at Hongkong on Sunday, the 21st instant, a.m.
 The N.Y.K. s.s. **Ceylon Maru** (Calcutta line) left Singapore for this port on August 18th, and is expected here on August 24th.

PASSENGERS.

ARRIVALS.

For s.s. **Fushimi Maru**, on August 19th.—Mr. J. Bamhard, Mrs. H. Dahlke, Miss S. Elman, Mr. W. Hoeger, Miss A. B. Jones, Mr. C. W. Martin, Mr. B. Miles, Dr. F. O. Newman, Master G. B. Pyne, Mr. and Mrs. G. W. C. Shopp, Mr. T. D. Westfall, Mr. J. A. Cecil, Mr. T. A. Early, Mr. F. J. Gann, Mrs. M. M. Humphreys, Mr. L. P. Mooney, Mrs. F. M. McKee, Mr. and Mrs. F. G. Pyne, Mr. F. Rogers, Mr. F. W. Weyer, Mrs. M. Andre, Mr. and Mrs. G. M. Mousychev, and Mr. E. Martin.

VESSELS EXPECTED.

Benten Maru (N.Y.K.), due September 5th.
Eastern (E. & A.), due September 2nd.
Empire State (Pacific Mail), due about August 29th.
Eumecus (Blue Funnel), due August 29th.
Euryanctus (Blue Funnel line), due September 1st.
Euryalus (B.L.), from Singapore, due August 20th, a.m.
Iyo Maru (N.Y.K.), due September 15th.
Kamo Maru (N.Y.K.), due August 31st.
Pyrhus (Blue Funnel), due September 5th.
Siberia Maru (T.K.K.), due August 21st.
St. Albans (E. & A.), from Japan, due August 20th, about 8 p.m.
Taiyuan, from Australia, due August 20th.

NEW JAPANESE COMPANY TO START CHINA LINES.

TRADE BETWEEN JAPAN AND HONGKONG.

The Tenka Yoko, which recently opened a Dairen-Tientsin service, and also invaded the Nagasaki-Tsingtao run, has arranged for more new operations, this time on the Shanghai and Hongkong run. The Shanghai service has hitherto been practically monopolized by the Nippon Yusen Kaisha, no other company being able to contest its position on a sufficient scale. But the Tenka Yoko, which is under the management of Mr. Matsuo of the Kobe Steelworks, which are in turn managed by Suzuki & Co., has decided to open competition with the Nippon Yusen Kaisha. On this run it will employ the **Toyo Maru**, **Kiyo Maru**, **Ill.**, and the **Toyo Maru** **III.**, and the pioneer steamer for the new service is to be dispatched soon. What counter-measures will be taken by the Nippon Yusen Kaisha is not known, says the **Japan Advertiser**, but this company is, of course, at a great advantage. It enjoys the confidence of shippers generally, and in view of its system for a deferred rebate it is expected that its interests will be greatly affected, at least for the present.

Of even greater importance is the proposal of the Tenka Yoko for the inauguration of a service to Hongkong. There are comparatively large shipments on this line, and 24 or 25 ships sail every month from Japan. According to the latest statistics, goods shipped at Kobe and discharged at Hongkong between January and June last amounted to 548,000 tons of this quantity 31,886 tons were carried by "shagun" or vessels other than those belonging to the Nippon Yusen Kaisha, the Osaka Shosen Kaisha, or the Toyo Kisen Kaisha. The shipments of the Osaka Shosen Kaisha and the Toyo Kisen Kaisha to Hongkong are very small, but the Nippon Yusen Kaisha occupies a prominent position. Of the total quantity of shipments above mentioned, no less than 25,414 tons were carried by this company, which employed 45 ships for the purpose.

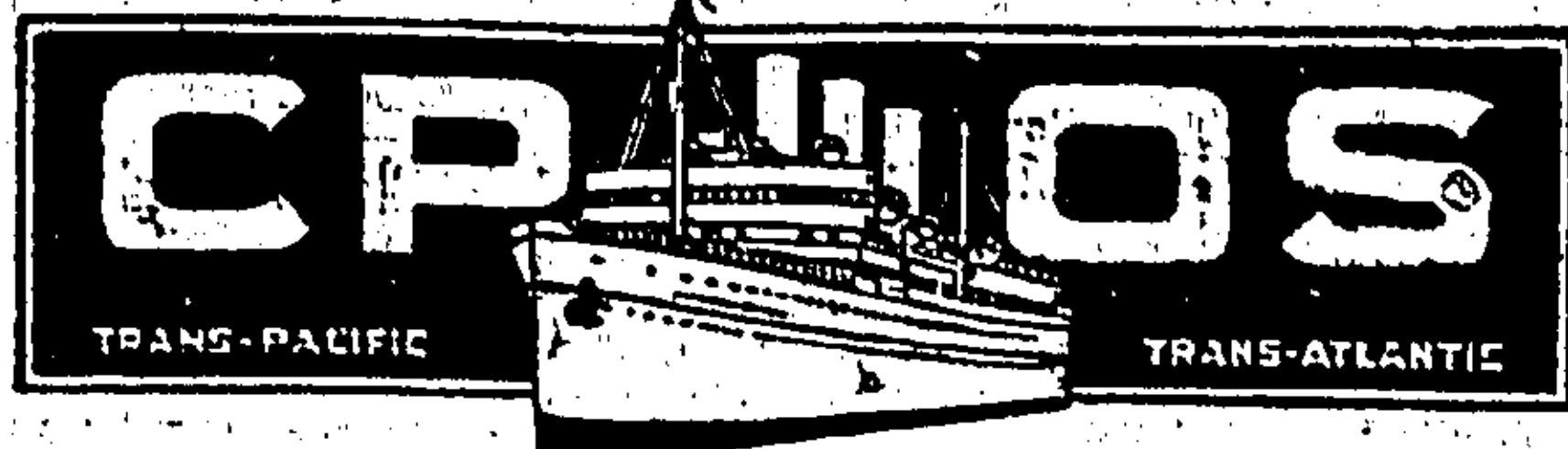
The Hongkong Freight Conference consists of the Nippon Yusen Kaisha, British India Steam Navigation Company, Indo-China Steamship Company, Nanyo Yusen Kaisha, Osaka Shosen Kaisha, P. & O. Company, and the Toyo Kisen Kaisha. Non-conference companies operating on the Hongkong line include the Messageries Maritimes, Admiral Line, Canadian Pacific Steamship Company, Struthers and Dixon, Dollar Line, and the Blue Funnel. There are thus 13 companies now operating on this run. In addition, the Tenka Yoko is making preparations to invade the field. It is credited with an intention of accepting cargo at rates 40 or 50 per cent. lower than the Conference tariff. When the plan of the company is carried into effect, it will affect the interests of the Conference companies.

The principal cargoes now being shipped from Kobe to Hongkong consist of matches, match sticks, cotton yarn and cloth, boards, maritime products, paper, enamelled ware, hardware, copper, porcelain and fertilizers.

CHURCH SERVICE.

FIRST CHURCH OF CHRIST SCIENTIST, MacDonnell Road. Sunday, 11.15 a.m. Wednesday, 5.45 p.m. [183]

RIGAUD'S
KANANGA
 OF JAPAN
 TOILET WATER
 RIGAUD & CO.
 8, rue Vivienne, 8
 Paris-France



HOME VIA CANADA

Hongkong to England

via Shanghai, Nagasaki, (Moji), Kobe, Yokohama, Vancouver & Montreal.

Pacific Steamer	From Hongkong	Due Vancouver	Atlantic Steamer	From Canada	Due Liverpool
Montecagle	Aug. 23	Sept. 16	Melita	Sept. 23	Oct. 1
E. Asia	Sept. 15	Oct. 3	E. France	Oct. 18	Oct. 25
E. Japan	Sept. 20	Oct. 11	E. France	Oct. 18	Oct. 25
E. Russia	Oct. 13	Oct. 31	Victorian	Nov. 11	Nov. 20
Montecagle	Oct. 26	Nov. 19	E. Britain	Nov. 26	Dec. 4

Other Atlantic sailings every few days to Liverpool, London, Southampton, Glasgow, Antwerp & Havre.
 Allotment of accommodation on these steamers is held in Hongkong. Through reservations made and tickets issued here. Early reservation necessary.

Three Transcontinental Trains Daily.
 Standard Sleeping Cars, Compartments & Drawing Rooms.

Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

CANADIAN PACIFIC OCEAN SERVICES, LTD.
 Hongkong Office. Telephone 752. Cable Address GACANPAC.

PACIFIC MAIL S.S. CO.

MANAGING AGENTS, U.S. SHIPPING BOARD.

TRANS-PACIFIC SERVICE

Freight and Passenger.

FOR SAN FRANCISCO VIA SHANGHAI, JAPAN PORTS AND HONOLULU

AMERICAN STEAMERS

SS. "EMPIRE STATE"	LEAVE HONGKONG	ARRIVE SAN FRANCISCO
SS. "GOLDEN STATE"	Sept. 3rd	Sept. 25th
SS. "HOOSIER STATE"	Oct. 3rd	Oct. 31st
	Oct. 31st	Nov. 22nd

SHANGHAI-CALCUTTA SERVICE

Freight Only

FOR CALCUTTA VIA SINGAPORE, PENANG & RANGOON
 "LAKE GILLEN" ... Saturday, Aug. 27th, 1921.

MANILA-EAST-INDIA SERVICE

Freight and Passenger.

SAN FRANCISCO, HONOLULU, MANILA, SAIGON, SINGAPORE, CALCUTTA & COLOMBO.

Monthly Sailings.

ROUND THE WORLD SERVICE

Freight Only, Monthly Sailing.

San Francisco to Yokohama, Kobe, Dairen, Tientsin, Shanghai, Manila, Saigon, Singapore, Calcutta, Colombo, Bombay, Alexandria, Bizerta, Marseilles, Barcelona, the Cape, Baltimore, Norfolk, Cristobal, Los Angeles and San Francisco.

For full information regarding rates, space, etc., apply to—

PACIFIC MAIL S.S. CO.
 Telephone 141. Cable Address "SOLANO." Hotel Mansions, Hongkong.

CHINA MAIL S.S. CO., LTD.
 IN U.S.A.
 "NANKING" "NILE" "CHINA"
 AN UNSUBSIDIZED HIGH CLASS PASSENGER SERVICE
HONGKONG to SAN FRANCISCO
 via Shanghai, Japan Ports and Honolulu
 s.s. "NILE" s.s. "CHINA" s.s. "NANKING"
 Oct. 22nd Nov. 3rd Sept. 18th
HONGKONG to SINGAPORE
 s.s. "NANKING" s.s. "NILE" s.s. "CHINA"
 Aug. 31st Oct. 4th Oct. 15th
FAST FREIGHT SERVICE
 Through Bills of Lading issued to all points in United States & Canada
 also
 Cargo accepted on Through Bills of Lading for transshipment at San Francisco to weekly sailings for principal Atlantic Ports.
 PRINCE'S BUILDING, 105 HONG KONG STREET.
 TELEPHONE, PASSENGER DEPT. TEL. FREIGHT DEPT. & AGENTS.
 No. 1934. No. 2161.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers

For **BOSTON**
 and/or
NEW YORK
 S.S. "TUSCAN PRINCE" ... 1st Sept. (via Suez).
 For Freight and full particulars apply to—

FURNER, (FAR EAST) LIMITED,
 (Incorporated in England).
 51, George's Buildings.

Telephone 3165.
 Telegrams "Tusprince."

T. K. K. TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO
 VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU

STEAMERS	TONS	LEAVE HONGKONG
SIBERIA MARU	20,000	Aug. 27th
TENYO MARU	20,000	Sept. 9th
KOREA MARU	20,000	Sept. 20th
PERSIA MARU	20,000	Oct. 15th, at 10.30 a.m.

* Calling at Dairen and omitting call at Shanghai.
 † Calling at Darwin.

SOUTH AMERICAN LINE

HONGKONG TO VALPARAISO

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SANTA CRUZ, BALBOA, CALLAO, MOLLEND, ARICA & IQUIQUE

THROUGH BY TRANS-ANDRAN ROUTE TO BUENOS AIRES.

STEAMERS	TONS	LEAVE HONGKONG
GINYO MARU	18,500	Aug. 30th
ANYO MARU	18,500	Sept. 25th

For full information regarding passengers freight and sailings, apply to—

Y. TSUTSUMI, MANAGER
 King's Building. Tel. Nos. 2374 & 2375.

Agents at Canton: Messrs. T. E. GRIFFITH, LTD.

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STRUTHERS & DIXON, Inc. GREEN STAR LINE.

Operating Far Eastern services for account of the UNITED STATES SHIPPING BOARD.

To SINGAPORE & JAVA
 "West Henshaw" ... 20th Aug.
 To VANCOUVER & SEATTLE
 (via SHANGHAI & JAPAN)
 "West Isen" ... 30th Aug.
 To LOS ANGELES & SAN FRANCISCO (via SHANGHAI, JAPAN & HONOLULU)
 "West Jena" ... 30th Aug.
 * Also cargo accepted for transshipment at San Francisco and/or Seattle for weekly sailings to
 NEW ORLEANS, SAVANNAH, NORFOLK, BALTIMORE, PHILADELPHIA, NEW YORK & BOSTON.

Through Bills of Lading issued to all U.S. & Canadian Overland Common Points
 HONGKONG OFFICE—1st floor, Powell's Building, 12, Des Voeux Road. Tel. 3005.
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WATERHOUSE LINE.

REGULAR TRANS-PACIFIC FREIGHT SERVICE

Operating U.S. Shipping Board Steamers

Between

SEATTLE-TACOMA-VICTORIA-VANCOUVER

and China, Japan and Philippine Island Ports.

"WEST JESTER" ... sailing about 10th Sept.

Further sailings to be announced later. Through Bills of Lading issued to all Overland Common points in U.S. and Canada.
 For rates and full particulars apply to—
FRANK WATERHOUSE & COMPANY,
 4th Floor, Princes' Buildings. Telephone 1062.

KONINKLYKE PAKETVAART MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA)

THE STEAMSHIP

"VAN CLOON"

will be despatched to

SINGAPORE & BELAWAN-DELI, Direct.

23th August

This vessel offers excellent cabin accommodation for saloon passengers.

Single and double cabins.

Wireless Telegraphy.

For Freight and passage apply to—

JAVA-CHINA-JAPAN-LYN,

Telephone No. 1574.

Agents.

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NANYO YUSEN KAISHA

(The South Sea Mail S.S. Co., Ltd.)

REGULAR FREIGHT & PASSENGER SERVICE

BETWEEN

JAPAN, HONGKONG & JAVA.

FOR JAVA.

Ports of call:—Batavia, Samarang, Soerabaya, Macassar and Balikpapan.

S.S. "SAMARANG MARU" ... sailing on or about 21st Aug.

FOR JAPAN.

Ports of call:—Moji, Kobe, Osaka and Yokohama.

S.S. "MACASSAR MARU" ... sailing on or about 18th Sept.

For further particulars please apply to—

Tel. No. 2206.

K. SUZUKI, Manager
 No. 5, Queen's Road Central.

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AMERICAN & ORIENTAL LINE

NEW YORK via Suez

Subject to change without notice.

ORIENTAL AFRICAN LINE.
INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH & CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO

For particulars apply to—

THE BANK LINE, LTD.
Managing Agents.

"ELLERMAN" LINE.

ELLERMAN & BUCKNALL S.S. CO., LTD.
JAPAN, CHINA & STRAITS

UNITED KINGDOM & CONTINENT.

LONDON, ROTTERDAM & HAMBURG

[S.S.] "SANDON" [HALL] ... 19th Sept.

LONDON, ROTTERDAM, HAMBURG & GLASGOW

[S.S.] "KENTUCKY" [HALL] ... 11th Oct.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LTD.

or to REISS & Co., CANTON.

General Agents.

NEW YORK DIRECT

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.

AND

AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

"ATREUS"	via Suez Canal	22nd Aug
"CITY OF CANTON"	via Suez Canal	8th Sept

* Calls at Boston

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONGKONG.
HONGKONG AND CANTON. REISS & Co., CANTON.

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DISPLACEMENT	SAILING DATE
SHANGHAI (Freight only)	"COMMANDANT MAGES" ...	about 24th Aug.
SHANGHAI, KOBE & YOKOHAMA	"ARMAND BEHIO" 1,000 ...	On or about 16th Sept
MARSEILLES via SAIGON, SINGAPORE, COLOMBO, DIBOUTI, SUEZ & PORT SAID	"PORTHOS" 20,000 ...	On or about 18th Aug.
	"CORDILLERE" 10,000 ...	During 2nd part of Sept.

For full particulars regarding sailings, etc., apply to—

R. RODENFUSER,
Acting Agent,
Queen's Building.

Telephone 740

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers, having good accommodation for First-Class Passengers Electric Light and Fanalla staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 9 to 10 Days).

"HAICHONG"	Capt. A. H. Stewart	TUESDAY, Aug. 22nd, at 2 P.M.
"HAILONG"	Capt. W. Cooper	FRIDAY, Aug. 28th, at 2 P.M.
"HAIKONG"	Capt. W. C. Pasmore	TUESDAY, Aug. 30th, at 2 P.M.

Arrivals and Departures from the Company's Wharf (near Blaks Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & CO.,
General ManagerP. & O. - British India
Apcar and
Eastern & Australian
Lines

(COMPANIES Incorporated in ENGLAND)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, Ceylon, INDIA, PERSIAN GULF, WEST INDIES,

MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING

NEW ZEALAND & QUEENSLAND PORTS, RED SEA,

EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"DUNERA"	5,400	20th Aug. 11 A.M.	Singapore, Colombo & Bombay
"MANILA"	7,200	27th Aug.	Marseilles, London & Antwerp
"KASHMIR"	8,000	6th Sept.	Marseilles, London & Antwerp
"DILWARA"	8,400	13th Sept.	Singapore, Colombo & Bombay
"KHYBER"	9,000	18th Sept.	Marseilles, London & Antwerp
"KHIVA"	9,000	14th Oct.	Marseilles, London & Antwerp
"SARMINIA"	8,800	28th Oct.	Marseilles, London & Antwerp
"KARMALA"	9,000	11th Nov.	Marseilles, London & Antwerp

BRITISH INDIA - APCAR SAILINGS (South)

"JAPAN" 8,100 | 21st Aug. 1 P.M. | Calcutta via Straits.

EASTERN & AUSTRALIAN SAILINGS (South)

"ST. ALBANS"	4,500	22nd Aug. Noon.	Manila, Thursday Island,
"EASTERN"	4,000	19th Sept.	Townsville, Brisbane,
* Calls at Sandakan			
			Sydney & Melbourne.

SAILINGS TO SHANGHAI & JAPAN

"TANDA"	7,000	21st Aug. 9 A.M.	Amoy, Shanghai & Yokohama
"EURYALUS"	5,200	21st Aug. Noon.	Amoy only
"NAGPORE"	5,400	29th Aug.	Shanghai & Kobe
"DILWARA"	8,400	1st Sept.	Shanghai only
"EASTERN"	4,000	3rd Sept.	Yokohama direct.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets Interchangeable.
1st Saloon Passengers may travel by B.I.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.
All Cabins are fitted with Electric Fans free of charge.
Steamers and Sailing dates are liable to be cancelled or altered without notice.
Parcels Measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.
Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. Gordon & Douglas, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godown.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.,

22, Des Voeux Road Central, HONGKONG.

Agents.

O. S. K.
OSAKA SHOSEN KAISHA.SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.
LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.

"HIMALAYA MARU" ... Saturday, 20th Aug.

BUENOS AIRES—RIO DE JANEIRO, SANTOS, DURBAN & CAPE TOWN via SINGAPORE. PASSENGER SERVICE.

"PANAMA MARU" ... Thursday, 25th Aug.

BOMBAY & COLOMBO—REGULAR FORTNIGHTLY SERVICE via SINGAPORE.

"GANGES MARU" ... Thursday, 25th Aug.

DELI & BANGKOK via SAIGON & SINGAPORE—Regular monthly service.

"BUSHO MARU" ... Thursday, 1st Sept.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Via Shanghai and Dairen. Regular fortnightly passenger service branching at intermediate ports in Japan taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee and St. Paul Railway.

"AFRICA MARU" (Omit Dairen) ... Tuesday, 3rd Aug.

"HAWAII MARU" ... Thursday, 1st Sept.

NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco, Panama and Cuban Ports.

"AMUR MARU" ... Wednesday, 14th Sept.

NEW ORLEANS LINE via SUEZ.

"HAMBURG MARU" ... Wednesday, 31st Aug.

JAPAN PORTS—Shanghai, Kobe & Yokohama.

"CHOSEN MARU" (Kobe direct) ... Thursday, 1st Sept.

"BURMA MARU" ... Monday, 2nd Oct.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive and depart from the O.S.K. wharf near the Harbour Office.

"AMAKUSA MARU" ... Friday, 26th Aug.

TAKAO via SWATOW & AMOY.

"BOSHU MARU" ... Thursday, 25th Aug.

For sailing dates and further particulars please apply to—

Tel. Nos. 144 & 145

Y. KASUDA, Manager, No. 1 Queen's Building.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Steamer Arr. Hongkong from Australia Lv. Hongkong for Australia

"TAIYUAN" 24th Aug. 20th Aug. 4 p.m.

"CHANGSHA" 15th Sept. 19th Sept.

SAILINGS SUBJECT TO ALTERATION

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and the superior accommodation with Electric Light throughout and Electric Fans in the State Rooms. A fully qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand & Transmanian Ports.

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CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

For	Steamer	To Sail	10 A.M.
SWATOW and SINGAPORE	"HUBER"	On 31st Aug.	10 A.M.
SHANGHAI & TSINGTAO	"YINCHOW"	On 22nd Aug.	10 A.M.
SWATOW and BANGKOK	"KANCHOW"	On 23rd Aug.	10 A.M.
MANILA, CEBU & ILOILO	"TAMING"	On 23rd Aug.	4 P.M.
SHANGHAI	"SZECHUEN"	On 24th Aug.	4 P.M.
SHANGHAI	"SUNNING"	On 25th Aug.	Noon.
SHANGHAI & TSINGTAO	"SUIYANG"	On 27th Aug.	4 P.M.
WUHAIR, CHEFOO & TIENTSIN	"KURICHOW"	On 27th Aug.	4 P.M.
SHANGHAI	"SINKIANG"	On 30th Aug.	Noon.

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Excellent Saloon accommodation. Ample Electric Fans in Saloons and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai, (three weekly), and Tsingtao (weekly), taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai avoiding the inconvenience of transshipment at Woosung.

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FOR VICTORIA, VANCOUVER, SEATTLE

(Calling Shanghai & Japan Ports).

S.S. "KEYSTONE STATE"	From Hongkong	Arrive Seattle
	Sept. 10th	Sept. 30th

FOR HONOLULU AND SAN FRANCISCO.

S.S. "HAWKEYE STATE" ... Oct. 2nd ... Oct. 24th Arrive San Francisco.

For TRIESTE & HAMBURG

S.S. "CHINA SEAS" ... Aug. 26th

FOR PORTLAND DIRECT

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S.S. "ABERCOS" ... Freight only Sept. 6th

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and other JAVA PORTS.

PASSENGERS & FREIGHT.

FOR SINGAPORE DIRECT.

S.S. "GLYMONT"	...	Sailing Sept. 2nd
S.S. "CADARETTA"	...	Sailing Sept. 15th

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S.S. "SCHODACK" ... 15th Sept.

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CHINA-AUSTRALIA MAIL S.S. LINE

FOR AUSTRALIAN PORTS VIA MANILA & SANDAKAN

"VICTORIA"

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